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THE AMERICAN ELEVATOR AND GRAIN TRADE.

Entered at the Postoffice at Chicago, Ill., for transmission through the mails at second-class rates.

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY MITCHELL BROS. COMPANY (INCORPORATED). VOL. XXV. CHICAGO, ILLINOIS, JULY 15, 1906. No. 1. ONE DOLLAR PER ANNUM, SINGLE COPY, TEN CENTS.

Belt Conveyors **Car Pullers**

Some Elevators Equipped With "Aurora" Machinery

Grand Trunk Terminal	Portland, Me.
Grand Trunk Terminal	Montreal, Quebec
Santa Fe Terminal	Argentine, Kan.
Missouri Pacific Terminal	Kansas City, Mo.
Southern Pacific Terminal	Galveston, Texas.
Chicago Great Western Terminal	Kansas City, Mo.
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Lake Shore & Michigan Southern Terminal	Indiana Harbor, Ind.
Canadian Pacific Terminal	Fort William, Ont.
Canadian Northern Terminal	Port Arthur, Ont.
Transmississippi Grain Co.	Council Bluffs, Ia.
Canada Malting Co.	Montreal, Quebec
Schlitz Brewing Co	Milwaukee, Wis.
Minnesota Linseed Oil Co.	Minneapolis, Minn.
Nashville Warehouse & Elevator Co.	Nashville, Tenn.
Beaumont Rice Mills	Beaumont, Texas
National Rice Milling Co.	New Orleans, La.
Quaker City Flour Mills	Philadelphia

Stephens-Adamson Mfg. Co.

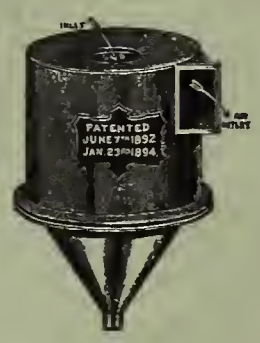
Main Office and Works
AURORA, ILL.

Chicago Office
First National Bank Bldg.

Friction Clutches **Rope Drivers**

IF

Your Elevator is on Fire



the chances are that it was not equipped with Day's Dust Collecting System. This appliance properly installed lessens the fire hazard and materially reduces the insurance rate. Write for booklet.

H. L. DAY, 1122-1126 Yale Place, Minneapolis, Minn.



YOU NEED A

Muir Improved Friction Clutch Pulley

Great power in small space; long life; ease of adjustment. We carry them in stock and guarantee every one. The only friction clutch for clipper and cleaner drives, because they can be adjusted while the shaft is running.

Skillin & Richards Mfg. Co., Chicago

We are **originators** and manufacturers of

Cold Rolled Spiral Steel Conveyor

Made interchangeable with other kinds, but wears much better. **Cold rolled**—which means that the steel has not been softened in the furnace and dropped into shape. Costs no more than other kinds.



We make all kinds of *MACHINERY FOR GRAIN ELEVATORS.* We send Pinch Bars on trial. Our Sprocket Wheels and Chain are the best. We also make Pulleys, Shafting, Hangers, Car-loading Spouts, etc. *Write for Catalogue.*

SALEM BUCKETS
ARE GOOD ONES

We **manufacture** in large quantities, carry all sizes in stock and make prices that are hard to beat. Send us your next order.



ALFALFA

The Williams Pat. Alfalfa Hay

CUTTER and GRINDER

WE BUILD COMPLETE PLANTS—BUILT 12 PLANTS IN 1905

Write For Bulletin No. 6

THE WILLIAMS PAT. CRUSHER & PULVERIZER CO.

Old Colony Bldg.
Chicago

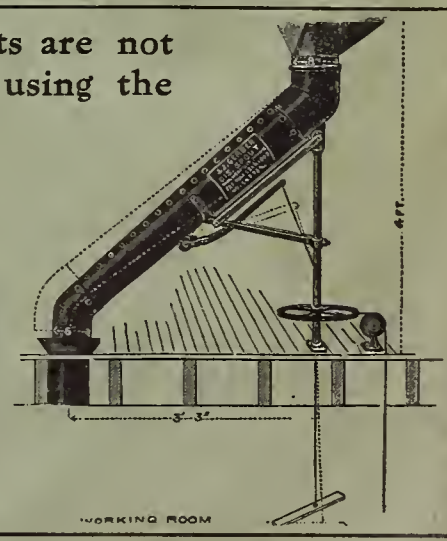
2705 N. Broadway
St. Louis

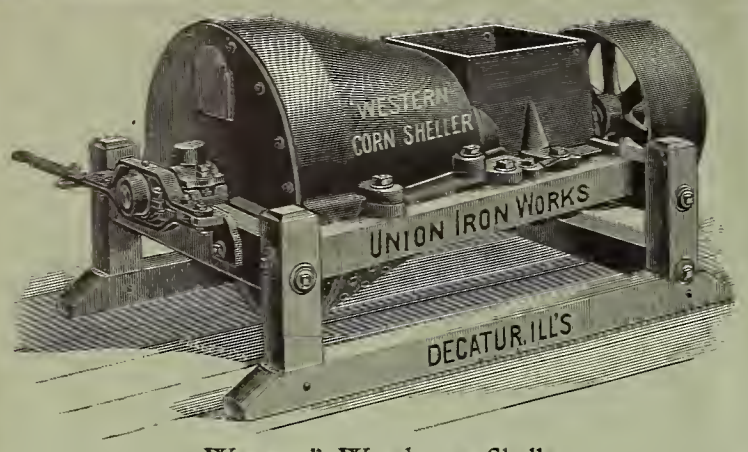
If your distributing spouts are not satisfactory, you are not using the

Gerber Improved Distributing Spout

MADE AND SOLD BY

J. J. GERBER
MINNEAPOLIS, MINN.





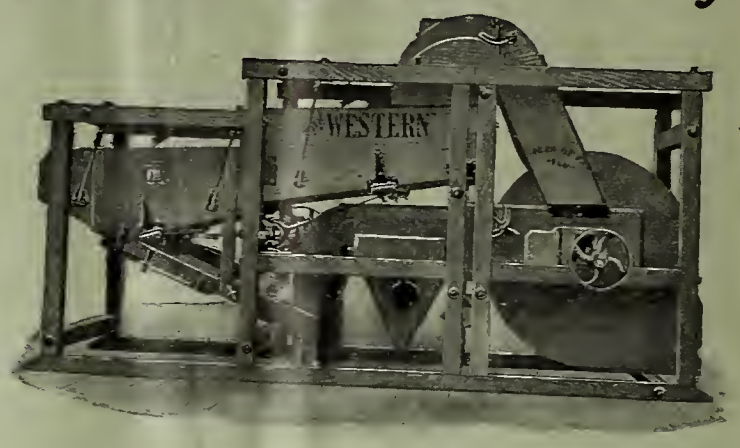
Western" Warehouse Sheller

Are You Building a New Elevator? Are You Remodeling Your Old One?

IF SO, EQUIP IT WITH

"Western" Machinery

Plans furnished upon application



"Western" Shaker Cleaner

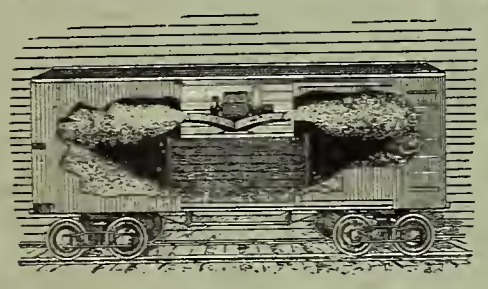
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UNION IRON WORKS

DECATUR, ILL.

Complete stock carried in Kansas City, Mo., 1221-1223 Union Ave.

LOAD TO CAPACITY



You can load a car to its full capacity—the middle as well as the ends—if you have a

Boss Car Loader

And you can load your grain faster, better and cheaper with our loader than with any other device. Will pay for itself in a short time. We will send you one on trial. Write now for particulars.

MAROA MFG. CO. - Maroa, Ill.

Elwood's Grain Tables

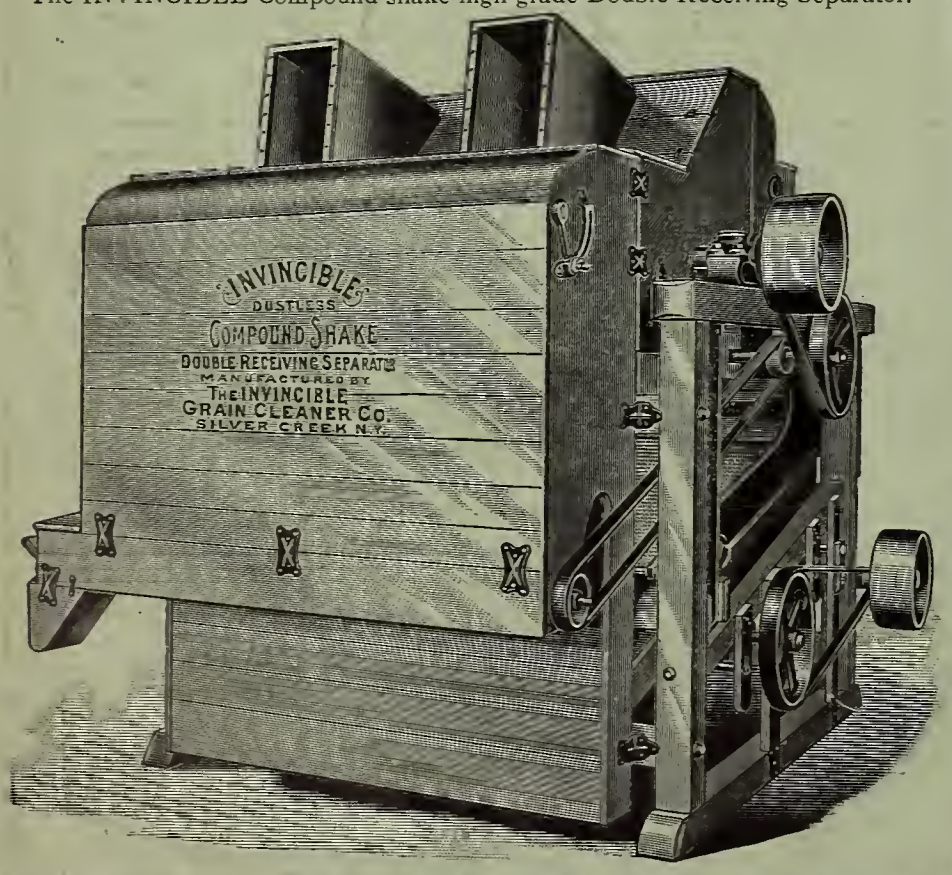
Show the value of any number of bushels or pounds of **WHEAT, RYE, OATS, CORN OR BARLEY** at any given price from 10 cents to $2.00 per bushel. One of the most useful books ever offered to millers. Indorsed by prominent millers and grain dealers. Bound in cloth, 200 pages. Mailed on receipt of price

$1.25

MITCHELL BROS. CO., 315 Dearborn St., Chicago, Ill.

GET THE BEST

The INVINCIBLE Compound shake HIGH-GRADE Separators.
No shake, no tremble, run perfectly steady. Can be placed anywhere in the elevator.
The INVINCIBLE Compound shake high-grade Double Receiving Separator.

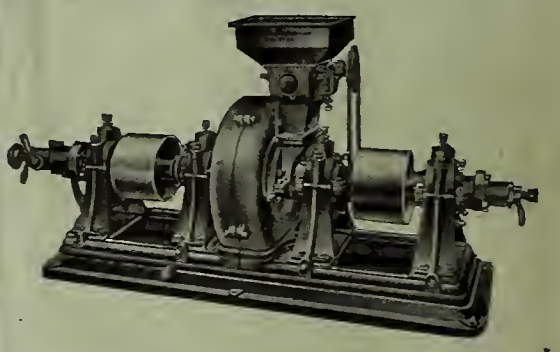


INVINCIBLE GRAIN CLEANER COMPANY

SILVER CREEK, N. Y., U. S. A.

REPRESENTED BY

Geo. J. Noth, 501-502 Traders' Bldg., Phone, Harrison 667, Chicago, Ill.
Edward A. Ordway, 612 Exchange Bldg., Kansas City, Mo.
Chas. H. Scott, 307 So. 3d Street, Minneapolis, Minn.
C. L. Hogle, 5239 East Washington St., Indianapolis, Ind.
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Profit in Feed Grinding

Monarch Attrition Mills

are money makers for elevator owners as well as for millers. Why not do the feed grinding for your community? You can make money doing it if you will install a Monarch. Here is proof:

"The 20-inch Monarch feed mill we purchased of you October, 1901 was put up ready for operation November 10, and since that day have run it daily. Have ground over 4,000 pounds of oats and corn per hour. It's a rusher on all grains, also on corn with cob. Farmers are surprised at the quality and quantity that mill produces, and to say, so far we are perfectly satisfied with every feature of your Monarch attrition feed mill.—*The Kiel Grain and Milling Co., Kiel, Wis.*"

Great Capacity and Long Service

have made our mill popular with the trade. It is the one grinder that is always ready for work. Our big new catalogue gives full particulars and explains why **Monarch** mills have phosphor-bronze interchangeable bearings; cable-chain oilers; double movable base; safety spring; quick release; relief spring; special adjustable endless belt drives; hammered steel shafting; ball bearings, and other improvements not found in competing mills. We will send the catalogue free of charge and will also send samples for comparison if you say so.

SPROUT, WALDRON & CO.

Northwestern Branch:
22-28 and 30 Corn Exchange, MINNEAPOLIS, MINN.

Box 320, Muncy, Pa.

New Process Corn Shellers and Cleaners



This Style at boot of elevator is used in connection with cleaner at head of elevator.

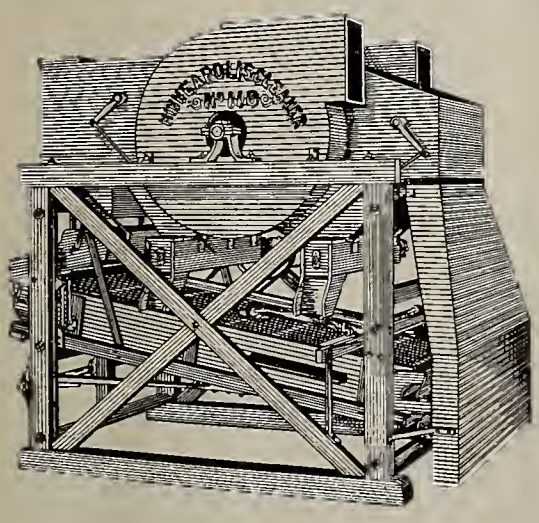
are standard the world over.

OUR WAREHOUSE STYLES for Grain Elevators or Mills are made in three sizes, either with or without cleaning apparatus, and in styles for handling either shucked or unshucked corn.

They require less space and power according to capacity, crack less corn, break cobs less, waste less corn, clean the corn more perfectly, clean the cobs in more merchantable condition for fuel than any other shellers in the world.

Machinery and Supplies of every kind for the grain man

MARSEILLES MANUFACTURING CO., Marseilles, Ill.



COMBINATION CLEANER

GRAIN OR FLAX

2 MACHINES IN 1

By a unique device in the eccentrics we are enabled to produce two distinct throws and motions; thus we have in this machine a perfect grain cleaner as well as a flax cleaner, and the change can be made in five minutes' time, making it the most practical machine made. Has a large capacity in both grain and flax, yet simple and durable.

J. L. OWENS COMPANY

615 SUPERIOR ST., MINNEAPOLIS, MINN.



FIREPROOF

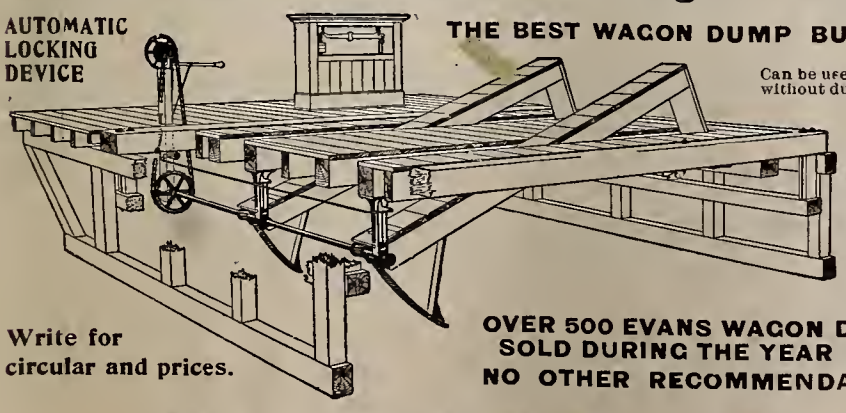
ALL STEEL

GIVES YOUR CLEANERS 40 PER CENT MORE AIR

The Knickerbocker Co.

JACKSON, - MICHIGAN

The Evans Controllable Wagon Dump.



Write for circular and prices.

OVER 500 EVANS WAGON DUMPS SOLD DURING THE YEAR 1905. NO OTHER RECOMMENDATION!

MOULTON & EVANS,

909 E. 18th Street, Minneapolis, Minn.



Fairbanks Automatic Scales

For Continuous, Uniform and Accurate Weighing of Grain.

FAIRBANKS Standard Track and Hopper Scales, used the world over.

FAIRBANKS-MORSE

Gas, Gasoline or Oil Engines are cheaper than Steam, Burning Cobs as fuel. Require no attention after starting, thus dispensing with engineer

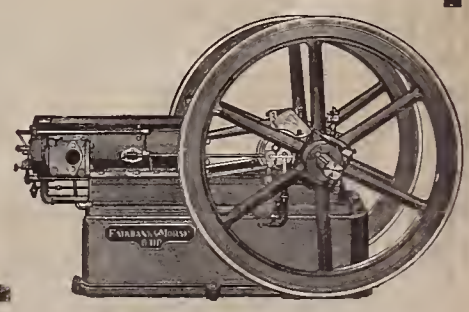
Steady, Reliable Power.

Let Us Bid on Your Mill and Elevator Equipment.

Send for Catalog N 544 G. R.

FAIRBANKS, MORSE & CO.

Monroe Street Chicago, Ill.



The

American Grain Meter

Was born and raised in an elevator. It was brought up by an elevator man who knew from his own experience just what was needed. The result is a

Practical

Every Day

Reliable

Accurate

Grain Weigher for the Country Elevator

There is no mystery about it—no hidden parts, everything is in plain view, including the grain.

LOOK AT THE CUT

Its simplicity must attract you.
It is made entirely of steel and iron.
It doesn't require an expert to operate it.
It does away with the man behind the hopper scale.

IT RUNS ITSELF

The operator turns on the Grain, the Meter does the weighing.

For further information address

AMERICAN GRAIN METER CO., Springfield, O.

Great Western Mfg. Co., Kansas City
Allen P. Ely & Co., - Omaha
Brown & Varney - Cincinnati
J. R. Detweiler, - Chicago
Robert Craig, - Minneapolis
Wm. Robinson, Des Moines
The Howe Scale Co. of Ills., at Cleveland, Ohio.



HEADS AND BOOTS



For Elevators

There is a large department in our shops which is busily engaged in building elevator heads and boots of all sizes and descriptions.

The designs have been approved by Fire Insurance Underwriters and the very best materials are used in construction.

A large and well assorted line of tin and iron elevator buckets, of our own manufacture, is carried and orders will receive prompt attention.

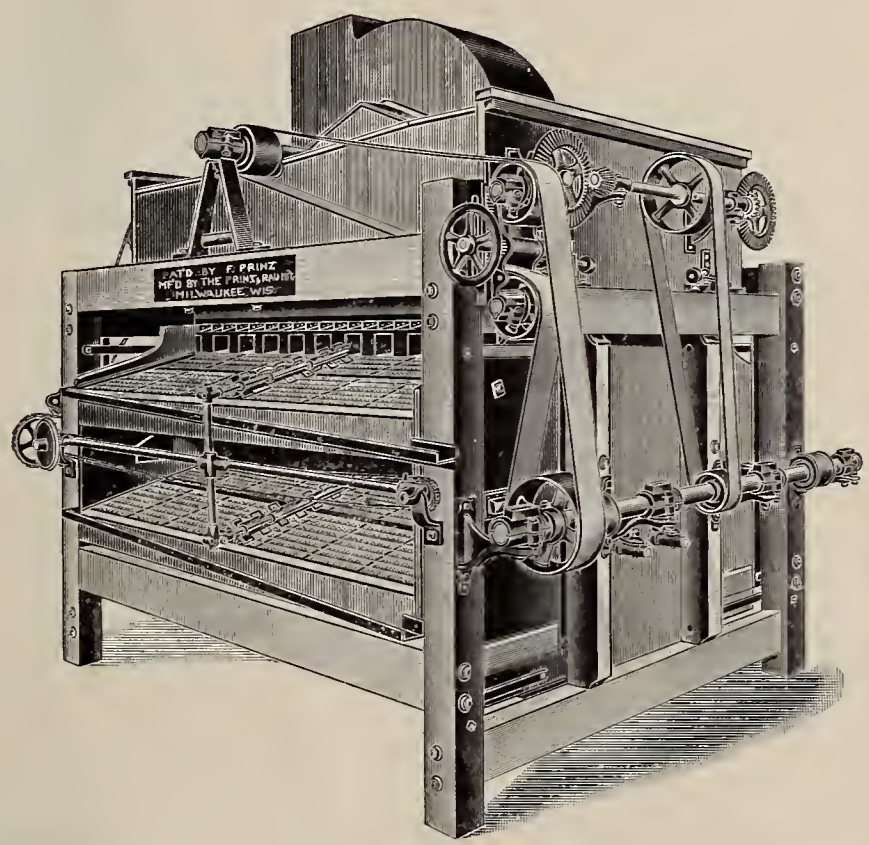
NORDYKE & MARMON CO.

America's Leading Mill Builders

ESTABLISHED 1851 - **INDIANAPOLIS, INDIANA**

A NEW SEPARATOR
WITH A STEP FORWARD

Slow Running



Eccentric Shaft
runs 380 revolutions
per minute

The above cut represents a separator for elevators for handling wheat, barley and oats, and contains many new and valuable improvements not found in any other machine on the market.

First, it has a capacity up to 10,000 bushels for receiving purposes, with perforations of from 3-8 to 9-16 of an inch.

Second, the sieve is only 20 inches long for the grain to travel over; therefore the refuse is traveled only a short distance after the grain has gone through the sieves.

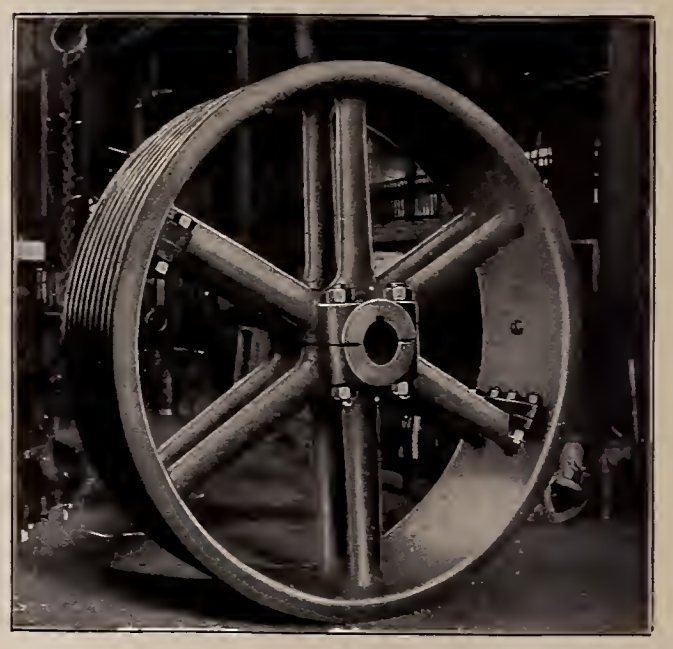
Third, it has two perfect air separations which are fully double the width of any machine made heretofore; each one is controlled independent of the other.

Fourth, it has an automatic sieve cleaner, not only for the sand and seed screens, but also for the coarse sieves, which keeps them automatically clean. This is much better than to keep them clean by hand, as the automatic scrapers will not injure the sieves, nor will they bend or indent them.

For any further information write to

The Prinz & Rau Manufacturing Co.
MILWAUKEE, WISCONSIN

Rope Drives



We design and install complete rope drives. We are experienced in this line, and drives designed by us are successful. We supply the best grade of Manila rope. Our **Machine-molded sheaves** are perfect in balance, accurately finished and free from flaws injurious to the rope.

We cast and finish sheaves of all sizes—English or American system—Pulleys, Band Wheels, Flywheels, Drums, Gears, Sprocket Wheels, etc. We manufacture Shafting, Pillow Blocks, Hangers, Floor Stands, Elevator Casings, Heads and Boots and all kinds of Elevating, Conveying and Power-Transmitting Machinery. Headquarters for Supplies.

H. W. Caldwell & Son Co., Chicago

Western Ave., 17th-18th Sts.

BRANCH, 95 Liberty St., New York. AGENTS, Woodward, Wight & Co., Ltd., New Orleans.

ELWOOD'S GRAIN TABLES

Show the value of any number of bushels or pounds of **WHEAT, RYE, OATS, CORN OR BARLEY** at any given price from 10 cents to $2.00 per bushel. One of the most useful books ever offered to millers. Indorsed by prominent millers and grain dealers. Bound in cloth, 200 pages. Mailed on receipt of price.

$1.25

MITCHELL BROS. CO., 315 Dearborn Street, Chicago, Ill.

What's In A Name?

Nothing! unless it's synonymous with SUCCESS in a particular line.

We are the original inventors of IMPROVED AUTOMATIC WEIGHING MACHINERY, with an experience of fifteen years; THEREFORE the name "RICHARDSON" is pre-eminent in AUTOMATIC WEIGHING.



The "RICHARDSON" ELEVATOR and MILL SCALES

If you buy the "BEST" scale your competitor cannot get a better one.

DO IT! IT'S GOOD BUSINESS FOR YOU.

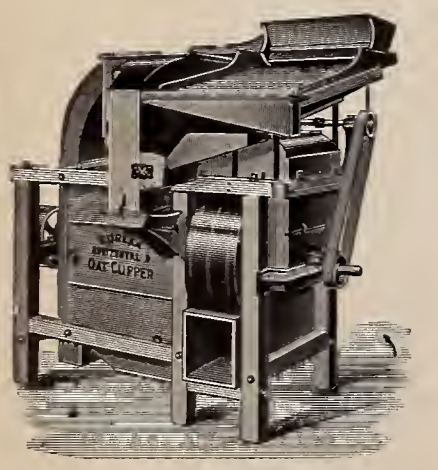
RICHARDSON SCALE CO.

14-20 Park Row New York, N. Y.

CHICAGO OFFICE, 122 Monroe Street

EUREKA EUREKA

THE "Eureka" Oat Clipper



Is the most efficient, economical and serviceable machine, clipping and cleaning without waste.

Two strong, controllable air separations. Perfect ventilation of the clipping cylinder. Adjustable Beaters. Light or heavy oats clipped uniformly

Strongest, best built and most durable. Every machine sold on a strong guarantee. Investigate our claims before buying.

THE S. HOWES CO.

"Eureka" Works, SILVER CREEK, N. Y.

EUREKA ESTABLISHED 1856 EUREKA

ELEVATOR-FACTS

"Rubber belting taken up twelve (12) times

LEVIATHAN TWICE"

SEND FOR "FACTS."

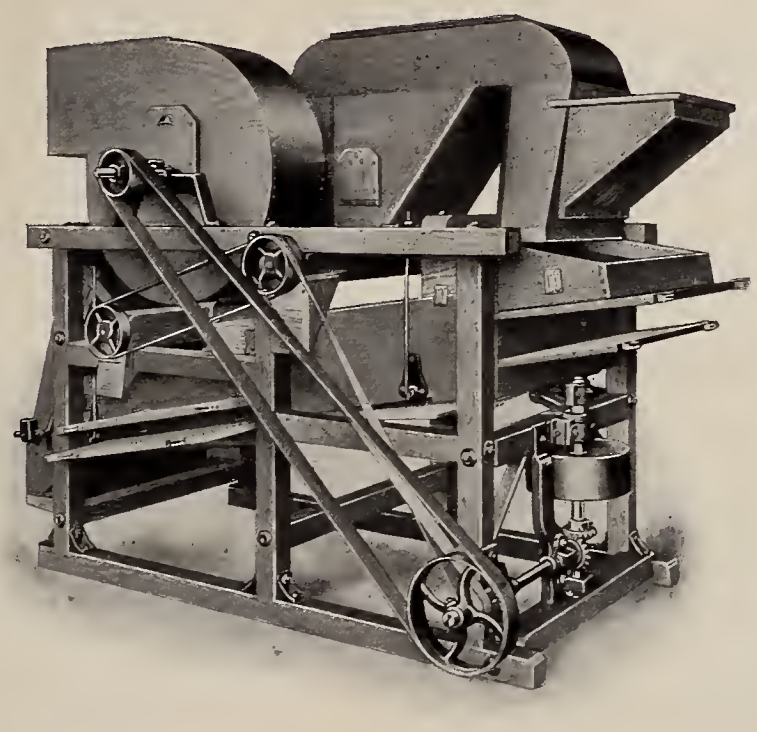
MAIN BELTING COMPANY

CHICAGO, 55-57 Market St. BOSTON, 140 Pearl St.

PHILADELPHIA, 1215-1245 Carpenter St.

BUFFALO, 40 Pearl St. NEW YORK, 309 Broadway

The Beall Rotating Receiving Separator



The easy rotating motion of this separator is so much superior to the straight shake motion, used in other separators, that anyone who sees the two motions side by side will buy the "Beall" at once. The easy rotating motion gives the screens great capacity, enables the machine to run light and without shaking or jarring, and gives the operator a chance to do something else than stand over it with a wrench and oil can.

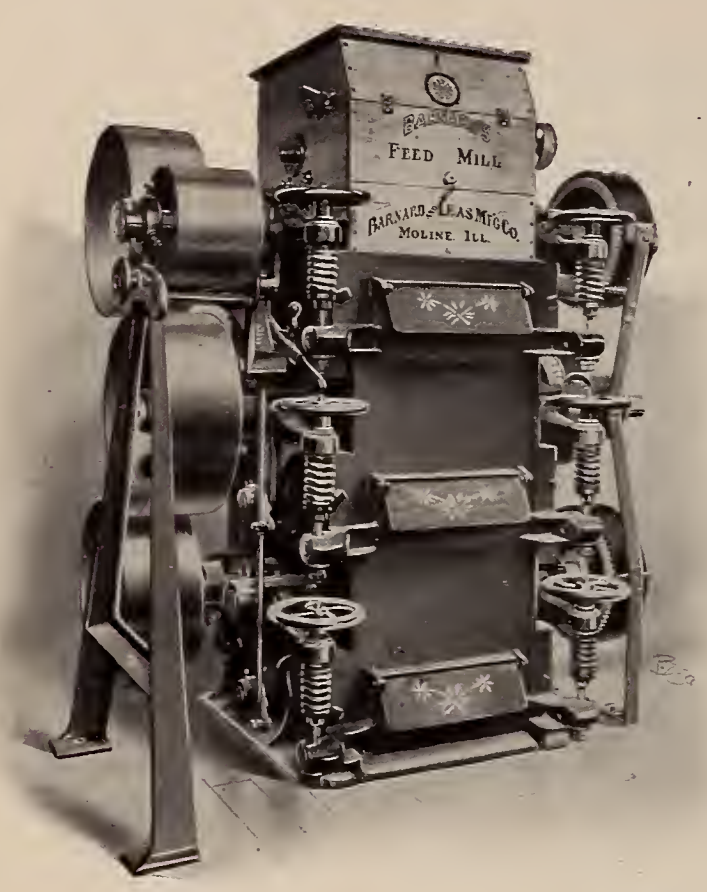
Actual results prove all claims we make for it

Write for prices

The Beall Improvements Co.
Decatur, Ill.

Barnard & Leas Mfg. Co.

Three-Pair-High Feed Mill



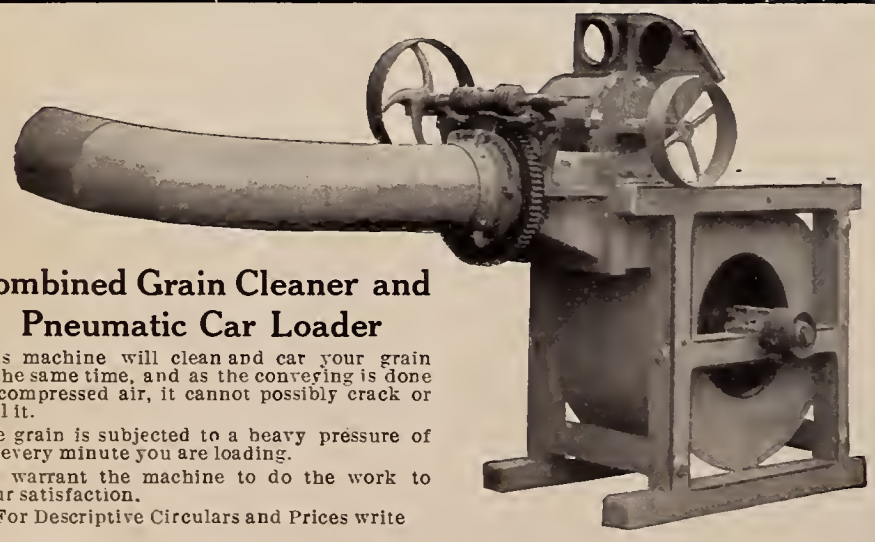
Barnard's Three-Pair-High Feed Mill has no equal for grinding all kinds of feed, as well as fine meal for table use.

It will grind as fine or as coarse as desired. It is designed to make three grindings, but if at any time two reductions only are desired either pair of rolls can be thrown apart far enough to allow the material to pass through without being reduced. We also make the Willford Light Running Three-Roller Mill and Barnard's One and Two Pair High Mills.

We make or furnish anything needed in flour mills and elevators.

Send for catalogue.

MOLINE ILLINOIS



Combined Grain Cleaner and Pneumatic Car Loader

This machine will clean and car your grain at the same time, and as the conveying is done by compressed air, it cannot possibly crack or mill it.

The grain is subjected to a heavy pressure of air every minute you are loading.

We warrant the machine to do the work to your satisfaction.

For Descriptive Circulars and Prices write

Mattoon Grain Conveyor Co., - Mattoon, Ill.



Minster Friction Clutch withextended sleeve sold by dealers, or address The Minster Machine Co., Minster, Ohio, Mfrs. of Friction Clutches, Pulleys, Cut-off Couplings and Power Transmission Appliances.

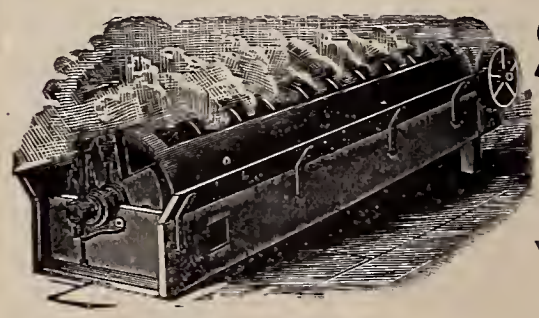
If You Want to Know

All about the only reliable and valid Patented Grain Purifier, write to

D. H. STUHR

DAVENPORT - - IOWA

WHY NOT USE
THE ORIGINAL **CUTLER STEAM DRYER,**



Which is also a successful

Wheat Heater or Temperer or Dryer for Washed Wheat or Bran.

It leaves the Wheat in Perfect Condition for the Rolls. Will also dry Malster's, Brewer's and Distiller's Wet Grain.

Not an Experiment. In successful use 25 years drying

CORN MEAL AND HOMINY,
BREWERS' GRITS AND MEAL,
BUCKWHEAT, RICE AND
ALL CEREAL PRODUCTS.

ALSO SAND, COAL DUST, GRAPHITE AND CLAY AND ORE OF ALL KINDS!

Automatic in operation, requiring no attention. Double the capacity of any other Dryer sold for same price.

THE CUTLER CO., North Wilbraham, Mass.

STRONG POINTS *of the* "Clipper" Grain, Seed and Bean Cleaners

ONE of the strong points of the "Clipper" is its combination qualities. Some machines are excellent for handling corn, but of little use for anything else; some do first class work on wheat and other grain, but will not handle seeds; some are good for seeds only.

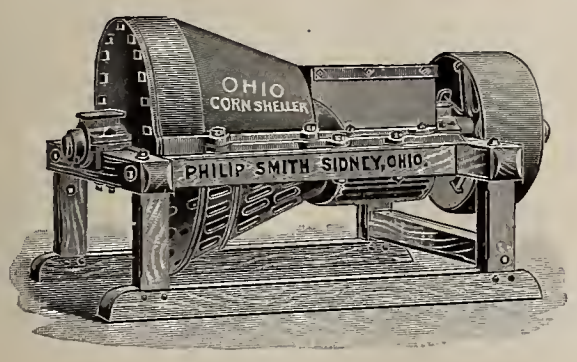
A "Clipper" Cleaner that is equipped with our Special Air Controller and the correct assortment of screens will clean seeds, clovers, timothy, millet and light grasses to perfection; it will clean wheat or other grain for seed or market to suit the most particular requirements; it will also handle corn, hemp, flax, kaffir corn and all other varieties of grain and seed in a highly satisfactory manner.

The explanation WHY our machines will do this large variety of work is simple: We furnish a complete outfit of screens for the different varieties of work desired, and with the Special Air Controller we are able to regulate our "vertical blast" at any point between a zephyr and a hurricane. This enables us to practically weigh each kernel and seed and to separate the light chaffy seed or grain from the prime, regulating the separation to meet the requirements, whether the cleaning is being done for market or for seed purposes.

We guarantee our machines to be as represented, to give entire satisfaction and to require less power than any other cleaner of equal capacity. All machines sold on thirty days' trial.

Write for descriptive catalogue of machines, varying in size to suit all kinds of local elevators and seed houses, from one-half of one horse power up to ten or twelve horse power.

A. T. FERRELL & CO., Saginaw, W. S., Mich.



Corn Shellers

Corn Cleaners

Drags, Dumps, Etc.

When you want any machinery or supplies for your elevator, write us for prices :: :: ::

THE PHILIP SMITH CO.
SIDNEY, OHIO

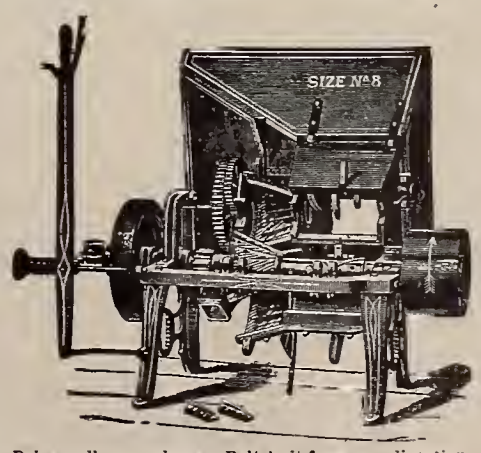
THE WEST LEADS IN EVERYTHING

Western people are continually working to make things "just a little bit better." They hustle day in and day out, keeping their business methods strictly up to date. That's why they keep ahead.

For more than thirty years it has been our policy to build and equip grain elevators, "a whole lot better" than the other fellow, and we have done it. That's why we have so many satisfied patrons. Are you one? If not, get in line to-day by sending us your specifications.

GREAT WESTERN MFG. CO.
LEAVENWORTH, KANSAS

Bowsher's All-Around Feed Mill



Drive pulley overhung Belt to it from any direction. Makes complete independent outfit.

(Sold with or without sacking elevator)

It CRUSHES ear corn (with or without shucks) and GRINDS *all kinds* small grain and KAFFIR IN THE HEAD. Has CONICAL shaped GRINDERS, DIFFERENT FROM ALL OTHERS. RUNS LIGHT. Can run EMPTY WITHOUT INJURY. Ahead of rolls or stones in speed and quality of work.

YOU NEED a mill now. QUIT THINKING about it. COMMENCE to investigate. Give US a chance and we'll tell you WHY we think ours is the best.

SEVEN SIZES : 2 to 25 H. P.

Circular sent for the asking.

THE N. P. BOWSHER CO., South Bend, Ind.

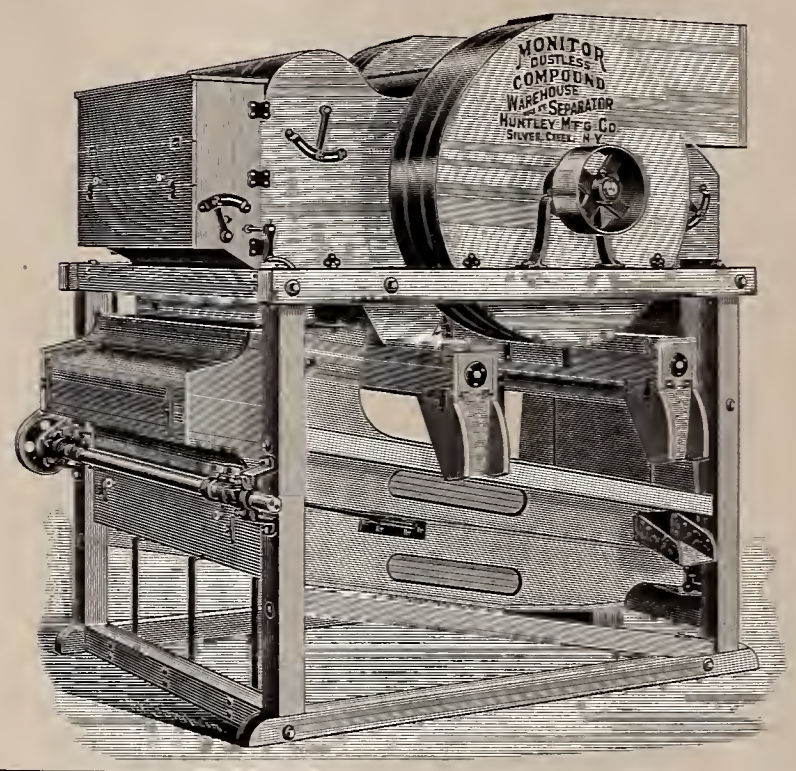
A COMPLETE OUTFIT

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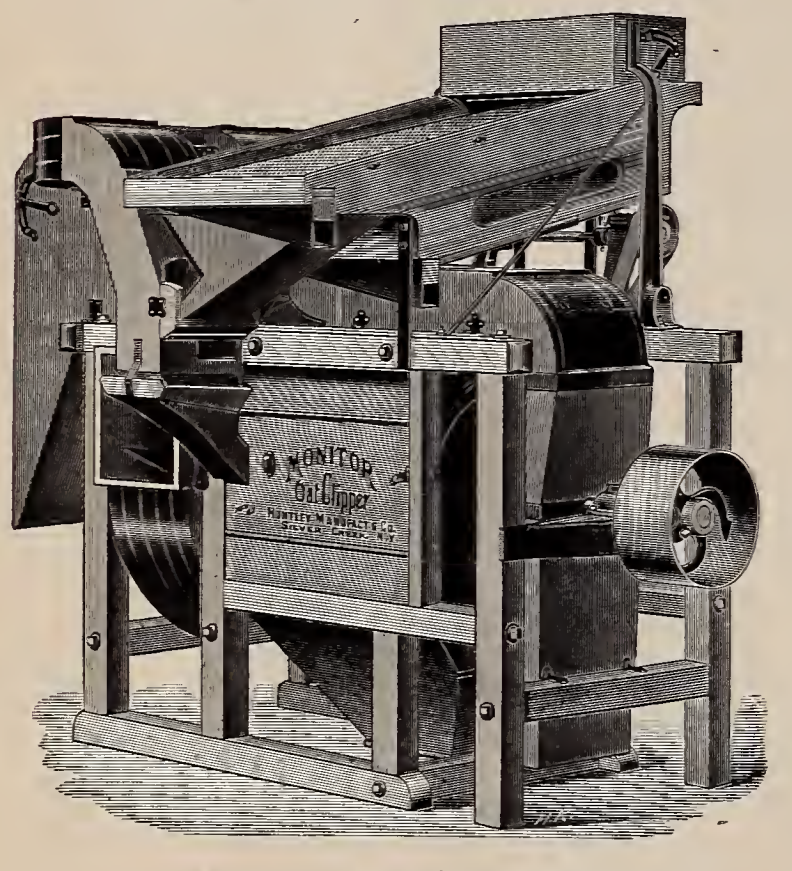
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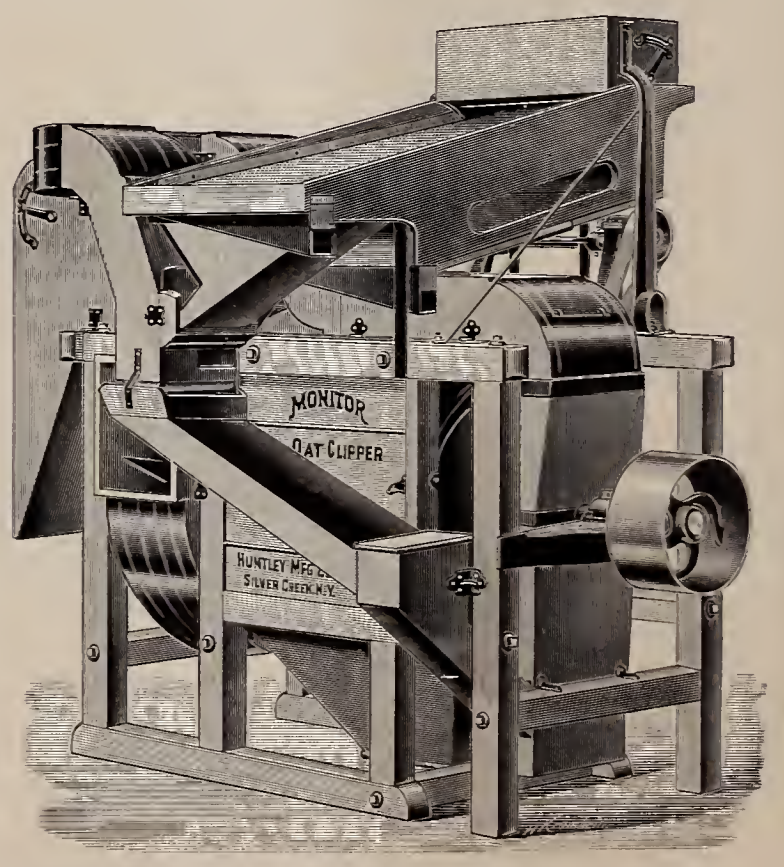
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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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OHIO GRAIN DEALERS' ASSOCIATION.

When the Ohio Grain Dealers' Association first began holding its annual meetings at Put-in-Bay in Lake Erie, the time was largely spent in recreation. There was fishing and boating, and at the close of the outing there was a call to order for the election of officers and the transaction of minor business, leaving the more weighty affairs for the fall meeting. This condition of affairs has been reversed in the last few years; and at the twenty-seventh anuual convention, held on July 5 and 6, there were instructive papers and interesting discussions, and the outing played only second part to a good live meeting.

The election of officers was held as usual at the close of the meeting and the following will serve for the coming year:

President, Fred Mayer of Toledo; vice-president, A. B. Beverstock, Lexington; secretary-treasurer, J. W. McCord, Columbus. Governing board—J. E. Wells, Quincy; Emery Thierwechter, Ottawa County; G. B. Teegardner, Ashville.

The committee on resolutions touched upon some important matters and its report was unanimously adopted as follows:

Whereas, The Legislature of our state has provided for an appointment of a Railroad Commission whose duties are of the very greatest importance to the grain shipping interests of the state; and

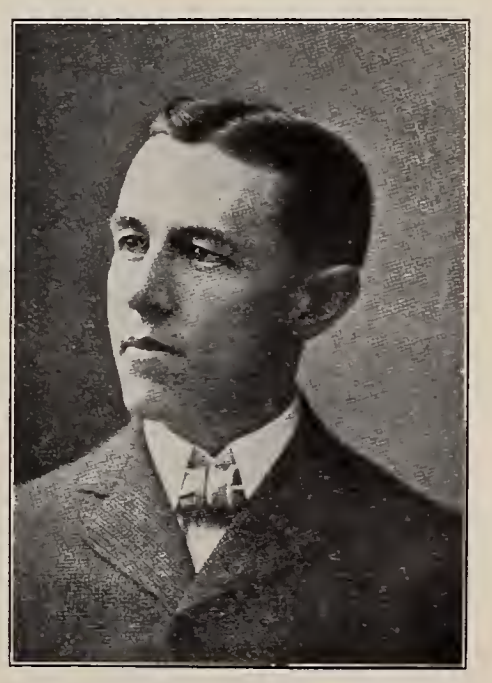
Whereas, Our governing board and executive officers have already provided the name of one of our members to the governor of the state for appointment as a member of the commission; now, therefore,

Resolved, That we, the members of the Ohio Grain Dealers' Association in convention assembled at Put-in-Bay, this sixth day of July, 1906, heartily endorse the action of our officers in presenting the name of E. W. Seeds for appointment on the commission. Through many years of social and business intercourse with him we are assured that Mr. Seeds is well equipped for the position. He has had large experience in traffic matters through a business career of twenty-five years in the grain shipping trade, and is familiar with general practices of railroads in connection with large shipments as few men are. We urgently request Governor Harris to appoint him as a member of the Commission, feeling confident that in so doing he will place on that body a man thoroughly competent who will use his best efforts to protect the shippers of the state with entire fairness to the railway carriers.

Resolved, That we commend President Roosevelt for his persistent effort to and his complete success in securing the passage of the Hepburn railroad rate bill; and we heartily congratulate the country in that it has such an able and energetic executive who is thoroughly alive to the interests of the people and has the courage to insist on the adoption of measures and the enforcement of the laws for their protection.

Resolved, That we tender a vote of thanks to Mr. E. P. Bacon for his devotion to the principle of railway rate regulation and for his successful efforts to secure the passage of legislation to secure control of railroad rates and practices by the Interstate Commerce Commission.

Resolved, That we commend the Honorable Edward S. Wirts of Wayne County for the introduction into the Legislature of the bill to secure for Ohio a Railroad Commission with ample power and authority to protect the interest of our shippers, and congratulate him on his success in securing the passage of the Wirts Bill.



FRED MAYER, TOLEDO, O.
President Ohio Grain Dealers' Association.

Resolved, That the secretary be instructed to send copy of this resolution to Mr. Wirts.

Resolved, That we endorse the course of the executive committee of the Ohio Shippers' Association in their efforts to secure from the railroads, through joint conference committees, fair regulations of our car service charges and practices, which should apply uniformly all over the state; that we most heartily congratulate them on their persistent efforts and success in securing the passage of the Wirts Railroad Bill in such shape as to afford the greatest protection to the shipping interests of the state and still be entirely fair to the railways.

Resolved, That we tender a vote of thanks to the officers of this Association for their services during the year, and especially do we commend Secretary McCord for his untiring devotion to the interests of the Association and congratulate the organization on having such an able officer.

Resolved, That we tender a vote of thanks to the Hotel Victory for the courtesies extended to us and for the satisfactory arrangements for our entertainment. That we tender our sincere thanks to Mr. Thorne for his able address to-day and to the Ohio Experiment Station for its aid offered us in such efforts as the Association cares to make to improve the seeding grains used by farmers.

Resolved, That we at once request the governing board to at once take up the matter of an educational campaign with reference to the seed grains used in the different sections of the state, and after due deliberation to adopt such measures as will in their judgment secure the best results in the way of better yields, better matured grains, etc. That we ask the co-operation of the Ohio State University, the Ohio Experiment Station and the Ohio State Board of Agriculture in this work.

President T. B. Marshall of Sidney called the first session to order at 3 p. m., July 5, and read his annual address as follows:

Since last we met in Put-in-Bay, the months have ticked themselves away, and the present is not here to stay, no matter what we ask of it. I might speak of much of interest, but that which pleases us the most is the bounteous last year's harvest, and the uses we have made of it. If you have kept the Golden Rule, instead of acting like a mule, nor thought the other man a fool, you've banked a good big lot of it.

To be neighborly pays the best, for then we work with greater zest and feel more sure that our home nest will get the greatest good of it. We then fear not that competition will bring upon us an indigestion, or use of words of profanation when we sit down and think of it; but a chance the other man allow to pay the debts that he may owe, or to arrange his business so that bankruptcy will not follow it.

We are told by the poet that the "evil we do lives after us while the good is oft interred with our bones." Let us hope that the results of this Association's work during the past year will leave the good above ground and put the evil below. Some of the results are plainly visible, while the outcome of other questions which are of vital importance must await the trial of the future. The "3 or better" resolution which was passed here a year ago grows more and more in evidence. The terminals, however, still wilfully misterpret the full intention of the resolution. It seems to me to be a very just measure, and is no more than belongs to the shipper.

Last year this Association asked of our Congress the passage of a bill that would best conserve the

interests of our members. The same thing was also taken up by other and kindred bodies; and the battle of the giants has been fought out in our halls of legislation. What has been done I need not further say, as you, no doubt, have kept yourselves fully informed of all the proceedings. Personally, I have always been very partial to the railroads, always regarding questions in their favor, and in a general way having an idea of the many difficulties that beset the pathway of the railway officials. I knew their couch was not a bed of roses, but I also had a strong prejudice against having my own mattress upholstered with thorns.

Both state and national legislatures are now arrayed on our side. I wish, however, to emphasize the fact that there should be no sides, as our interests are mutual. One is as necessary to the other as are the wheels of a clock. It appears, however, that the shipping interests have, for a long time, been having rather the worst of it.

It is very unfortunate, to say the least, that there should be any antagonism. When it has once begun, there is a danger of one or both parties going to an extreme, saying and doing many things that had better have been left unsaid and undone. We know that we are composed of many units; that it might be a comparatively easy matter to cause estrangement and disintegration among these units. The carriers should strive to do what would benefit their patrons, and not to antagonize them. It is because of these antagonisms that our legislatures have been called upon to act. I trust that these great questions are now on such a basis that future friction will be eliminated and the rights of all concerned conserved.

I would bring to your notice the necessity of some concerted action for the betterment of our seed and grain culture. A beginning was made at Greenville last March, but only in a local way. There should be a bold and extended attempt, at least, to disseminate such knowledge throughout our state as will enable us to keep in line with Iowa, where this idea has been largely acted upon.

I will not take up your time, but leave to you the privilege of discussing Reciprocal Demurrage, Crop Reports, Uniform Grading, Uniform Bill of Lading, Arbitration and Claims.

And now, gentlemen, in closing, I wish to urge the necessity of continuing and strengthening our different organizations, national, state and local. I hope, when you reach your homes and come in contact with your neighbors in business, you will make the subject clear to them; that what is standing between them and disaster are these same organizations, and not to allow extraneous subjects to be injected by those who are working to bring them to naught. "We must all hang together, or we shall hang separately."

Secretary J. W. McCord made his report. The report showed the Association to be in good condition both in membership and finances, with present membership at large 75; Miami Valley and Northwestern Ohio Association, 100; Northwestern Ohio Millers' and Grain Dealers', 28; Middle Ohio, 80; Western Ohio, 25; Northwestern Ohio, 30; giving a total of 338. The work of the year had been extensive and of varied character. The Association was actively engaged in the support of the Hepburn Bill and on the Uniform Bill of Lading Bill. It assisted in securing the passage of the Ohio Railroad Commission bill and has co-operated with the Ohio experimental stations.

The financial statement showed cash on hand last year, $83.38; receipts from dues and memberships, $1,118.55; paid out, $964.62; leaving a balance on hand of $237.31.

President Marshall introduced H. G. Morgan of Pittsburg, who made an address on "Brotherly Love as It Should Prevail." Mr. Morgan made use of a text for the basis of his remarks: "How good and how pleasant it is for brethren to dwell together in unity." That, he said, was the keynote to successful association work, and he did not see how men could be so narrow as not to support the Ohio Association. Brotherly love was the spirit that should prevail in the entire trade and ideal conditions would follow.

The president appointed the following committees:

Auditing Committee—M. W. Miller, Piqua; M. A. Silver, West Jefferson; A. F. Herr, Grove Port.

Resolutions—E. W. Seeds, Columbus; J. C. Royan, Houston; A. B. Beverstock, Lexington; H. W. Robinson, Green Springs; R. Turner, Avery.

Nominations—H. S. Grimes, Portsmoutb; Emery Thierwechter, Oak Harbor; Grant McMorran, St. Paris; C. B. Jenkins, Marion; Earl C. Barr, Hicksville.

Reports of local secretaries M. W. Miller and H. W. Robinson were given, followed by Secretary McCord in the work of the claim bureau.

Mr. McCord spoke of the organization of the bureau a year ago and of his appointment as secretary. He had presented claims to the railroad that had been turned down many times and thought that some of these would be paid. Most of the new claims that were presented were paid promptly. The bureau was open to all members and it would do the best it could for all.

Charles England of Baltimore made a brief review of the work of the last session of Congress. As to the Hepburn Bill Mr. England said that associations should be quite as aggressive in seeing to its enforcement as they have been in its enactment. He thought that all parties knew now it is not the idea to oppress carriers but that they should observe the rights of the people. He said that the bill of lading question was still an unsettled problem but that it was hoped tbis matter would end in a condition that would prove satisfactory to shipper, banker, railroads and other identified interests.

A resolution by Mr. Seeds was adopted that a committee of five be appointed by the new governing board, which should act with other organizations to secure such legislation as will fully protect the shipper as well as the banker in the adoption of a uniform bill of lading.

E. W. Seeds gave a synopsis of the Ohio Railroad Commission Bill. He told of events leading to its passage and the main points more particularly of interest to the grain trades, such as provision for better car service, switching, delivery, etc. The idea throughout was fairness for all and one shipper on an equality with another. The meeting then adjourned.

FRIDAY MORNING.

The Friday morning session opened with an address by Charles E. Thorne, director of the Agricultural Experiment Station at Wooster, on the subject, "Co-operation in the Work of the Ohio Experimental Stations." Mr. Thorne said in part:

Grain dealers stand between the experimental station and the grain grower. If we can interest you we can interest the farmer. We cannot from the experimental station reach very many farmers. We send out bulletins, but we cannot reach all by the printed pages, so we depend largely upon the spoken word. We are trying at the station to improve the yield of grain through the selection of better varieties, i. e., those that will yield three to four bushels per acre more than the average. We are also trying to produce new varieties that shall give better yields. In Ohio we are producing about thirty-four bushels of corn to the acre, thirty-two bushels of oats and about fourteen bushels of wheat on an average. It is possible, as we believe, to materially increase the yields of all these crops. We are attempting at the station to learn what elements the soil lacks so as to replace it. We are finding at Wooster and at Strongsville that we are materially increasing the yield of wheat and corn through the use of phosphorus. The farmers are using it because it is cheap. The use of phosphorus should be increased over the state. We are finding that the soil does not contain enough lime and that this must also be added. Clover draws heavily on potash, phosphorus and lime, and if we add these we get the same crops that we did when the country was new. We want the help of you men in disseminating the results of this work. We are standing on solid ground and know that we are accomplishing results. It is possible through our methods to increase the yield with a profit all the time. If we can get you to take up this work it will help us greatly.

On motion of Mr. Grimes a vote of thanks was extended to Mr. Thorne for his address.

Mr. Seeds spoke upon the importance of the work, concluding his remarks with a motion that the new governing board select a committee of five to take steps towards securing an appropriation from the state legislature for a campaign of education among farmers of the state along these lines.

"The Trust Buster and His Relation to the Grain Dealer of Ohio" was the subject of an address by C. B. Jenkins of Marion. Mr. Jenkins advocated getting closer to the farmer and rendering due respect to our neighbor and his rights and interests. That, he said, would be the greatest "trust buster" that we could imagine. The Ohio Association does not stand for the collection of unreasonable profits but for fairness and justice to everyone. Therefore in our association work we ought to allow the other man to have a show; and in closing, he said that he was sure there was no law in Ohio that would prevent dealers from creating a monopoly on friendship.

John F. Courcier, secretary of the Grain Dealers' National Association, gave a talk on the subject, "Our National Organization and Its Relation to State and Local Work." He said:

In order to understand more fully the relation in which the state and national associations stand to each other, it might be well to look into the objects and purposes of each, and to how they came to be. According to the present arrangement, the state association must, of necessity, come first; and in considering the state association, it is also necessary to take into account the local association.

Why do we need a local association? Those of us who have bought and handled grain in a local way well know the answer. Before we had local associations, neighboring dealers were constantly at swords' points on every proposition wherein existed the least possible chance for competition. The farmer was quick and ever ready to avail himself of the opportunities to take advantage of the situation, and to use the irreconcilable enmity of the dealers as a club, each for the other, with the result that hundreds of thousands of bushels of grain were handled without compensation. Off grades were bought at prices far above their value, and prominent farmers were paid a premium for their influence. One dealer would suffer some unscrupulous terminal connection to slaughter him, figuratively speaking, without complaining, rather than to have his competitor know he was not getting rich by leaps and bounds. He would not complain of railroad discriminations, because of the fear of retaliation on the part of the carriers, whereby such privileges as were then enjoyed might be discontinued and operate as an advantage to his hated competitor. Out of this condition was developed the local association which brought together the dealers of localities and the resultant general good fellowship with attending benefits.

Following the formation of a number of local associations came the development of the appreciation of the need of a state organization for the regulation of questions of inter-local complexion. It was found that the relations of the several local associations stood in about the same ratio to the need of state supervision as did the individual dealer to the need of a local association. In carrying out the state policies, it was found that matters of interstate and national importance were constantly coming up, and with them the realization of the need of an organization having for its purpose the handling of subjects beyond the logical ability of the several state associations to handle without a profligate waste of time, energy and money.

Ten years ago the Grain Dealers' National Association was organized; and to enumerate the great number of reforms beneficial to the trade instituted by it would take up more of your time than you could well afford to spare on this occasion. Suffice it to say that the great good accomplished by our associations, local, state and national, is evidenced by the fact of your having journeyed from your homes to attend this, your twenty-seventh annual convention, for the purpose of ratifying old standards and devising ways and means for taking care of new conditions.

In my humble way I have tried to show how inseparably we are bound together, and while as secretary of the National Association I naturally see more of the national end of the daily application of the national feature, yet we never lose sight of the well-said truism that. "No chain is stronger than its weakest link," and that upon the closest possible co-operation on the part of our local, state and national associations shall depend the fullest measure of attainment.

One of the prime evils against which we have to guard is the disposition to lose interest in our associations after a few of the most harassing evils have been adjusted. We are prone to overlook the fact that the lack of vigilance and continual support of our associations is likely to plunge us once more into the old conditions, from which we had previously and successfully striven to emancipate ourselves.

Another very dangerous temptation against which we should fortify ourselves is that of the misuse of our organized power. Realizing our strength, and being confronted by opportunities not altogether wholesome, we frequently are tempted to lend our ear to proposed usages which, if

fostered, would tend to cultivate greed, graft and ultimate dissolution. We must ever keep before us the knowledge that the misuse of power finds a remedy in counter organization, and that when the pendulum swings out of time with our efforts, damaging confusion will weaken our prestige and force us to relinquish advantages which were rightfully attained under a more conservative administration.

In this day of organizations, grain associations are an indispensable necessity; and I would respectfully urge upon you the expedience of returning to the cares of your grain business, after the adjournment of this convention, fully resolved to take renewed interest in your associations, local, state and national, and thus perform a distinct service both to yourselves individually and to the trade at large.

J. W. McCord spoke of the Ohio Grain Dealers' Mutual Fire Insurance Co. The company was in a prosperous and growing condition.

C. A. McCotter, secretary of the Grain Dealers' National Mutual Fire Insurance Co. of Indianapolis, Ind., gave a short talk on the "Self-Inspection" plan as adopted by the Grain Dealers' Mutual. He said that it had always been his idea that if he could get the man who ran the elevator to take care of it, fires would be prevented in many cases. The reason that fires occur is, first of all, negligence. In sending out their monthly card for the elevator man's report they are also enabled to keep in touch with him and warn him of the things which cause fires, such as friction in boots, hot journals, etc. He said that they did not always get the cards back promptly and the reason he found to be that the elevator man waited to make a clean report. He had found that there were fewer fires proportionally among the elevators that made reports than among those which did not. Said that he considered this proof that the "self-inspection plan" is a good one.

J. E. Wells of Quincy made a short address on the "Value of Association Work."

"Our Next-Door Neighbor, the Hay Dealer," was the subject of a talk by H. S. Grimes of Portsmouth. Mr. Grimes said that when it is considered that 80 per cent of the hay dealers are also dealers in grain, it could be sen how closely their interests are associated. There are many things in which they can act together in securing better conditions in the two trades.

J. E. Churchill of Perrysburg, Ohio, made the following remarks on the subject, "A Plan for the Sale of Off-Grades in Terminal Markets":

I wish to say as a preface to my remarks that I had the pleasure of attending the Indiana Grain Dealers' meeting the other day in Indianapolis, and while there that body of grain dealers passed resolutions providing for the establishment of a check inspector iu some terminal market as an experiment.

This resolution brought the thought to my mind that it would be far better to look more closely to the disposition of the off-grades after the chief inspector had determined the grade, rather than trying to bring influence to bear on the chief inspector, or track inspector, to have the established grade of the aforesaid off-grades changed to higher ones.

In fairness to our chief inspectors and committees of inspection in our terminal markets I wish to say that after a number of years' experience, both in and out of terminal markets, I believe them to be both competent and fair to all, with malice toward no particular track bidder and toward no particular market. I believe the injustice comes in the method of handling or disposing of the off-grades in some of our markets.

What we as country shippers most want is more publicity, more competition, if possible, in the bids on our off-grade. Some of you may not know the method followed in our markets by our track bidders, so I will tell you as clearly as I can. As the matter now stands, if you should sell your dealer without submitting it to anyone else, the bidder establishes his own discount and applies it on your contract at whatever his conscience will let him take, and calls it fair treatment; when, in reality, if he had shown the sample to his next-door neighbor the neighbor might have taken it at several cents higher price. Now, your dealer may have thought his price a fair one, because he only judges from his own point of view how well he cau use this off-grade.

My point is this, fellow grain shippers, our off-grades should be compelled to be forced out on the exchange floor, to the sample table, and sold to the highest bidder, and draw, say, at least three bids or no sale.

I should like a discussion on this by every shipper here, and I would like for this Association to draft a resolution and send it to our different exchanges asking that they treat our business in the above manner or in such manner as may be deemed best after the discussion.

Chief Grain Inspector Edw. W. Culver of Toledo called attention to the Toledo rules and the slight changes made this year in the grades. He hoped that the shippers to the Toledo market would familiarize themselves with the rules, as the better they are acquainted with them the better they would get along with the inspection department.

E. W. Seeds read the report of the committee on resolutions given earlier in this report.

On motion by Mr. McAlister of Columbus the Association contributed $25 towards a fund for the erection of a monument to perpetuate the fame of Lieutenant Perry.

H. S. Grimes read the report of the nominating committee. The officers are given earlier in this report.

Fred Mayer of Toledo, the newly elected president, in taking the chair said: "It was eleven years ago that I attended my first meeting of the Ohio Grain Dealers' Association. Since then I have been present at every annual meeting and uearly every semi-annual meeting. I hope the Association will continue in its prosperity. I consider it an honor to be president of the oldest grain dealers' association in this country and I appreciate it very much that you have chosen me for this office. I trust that you will co-operate with me in making the Association a success the coming year.

Vice-President A. B. Beverstock, on being called upon, said: "The office of vice-president in an organization is very much like a ten-spot in a deck of cards. I heartily thank you for the honor that you have conferred, and I will do my best to aid the president and the Association. I wish to say, however, that too many of you go away and do not attend sessions. Our Association cannot be a success unless we come here for business and let pleasure be a secondary consideration.

Mr. Seeds spoke a few words in commendation of the work of Secretary McCord, after which the meeting adjourned.

PUT-IN-BAY NOTES.

B. D. Heck of the Philip Smith Co. of Sidney, Ohio, distributed a handsome leather notebook and card case among the visitors.

The Columbus delegation consisted of E. W. Seeds, J. W. McCord, J. P. McAlister, Harry Robinson, Ernest L. Abbott, Scott & Woodrow.

Those that remained from the hay convention for the grain meeting from Pittsburg were J. A. A. Geidel, H. G. Morgan, Wm. A. McCaffrey of Daniel McCaffrey's Sons Co.

The only cloudy weather that was experienced came from Our Boy Solomon cigars, which John C. Keller distributed with the compliments of C. A. King & Co. of Toledo.

If you didn't know your next-door neighbor it was easy to identify him through the identification cards of C. A. McCotter, secretary of the Grain Dealers' National Mutual Fire Insurance Co. of Indianapolis.

From Toledo were Fred Mayer, of J. F. Zahm & Co.; John C. Keller, with C. A. King & Co.; Chief Grain Inspector Edw. W. Culver; Kent D. Keilholtz, of Southworth & Co.; Harry Cuddeback, with John Wickenhiser & Co.; John M. Coup, with W. A. Rundell & Co.

Everybody that knows Charles Jenkins of Marion knows that when starting out to gain an object he never gives up. His friends said, however, that the sea was so choppy from Sandusky to the Bay that Charles had to break his record and "give up" tribute to Father Neptune.

A. A. Croft of Toledo, Ohio, representing The Wolf Co. of Chambersburg, Pa., and A. S. Garman of Akron, Ohio, representing the Huntley Mfg. Co., were present at sessions of both hay dealers and grain dealers. Mr. Croft was accompanied by Mrs. Croft and Mr. Garman by Miss Blanch L. Garman.

There were more machines on exhibition than usual. Geo. Beyer showed a McLoud Automatic Scale. Wm. E. Smith displayed a full-sized Richardson Automatic Scale and Grain Bagging Scale. The American Grain Meter Co.'s automatic scale was in charge of Cincinnati agents, Brown & Varney.

The following were among those who attended: N. E. Fuller, Spencer; H. S. Grimes, Portsmouth; R. G. Calvert, Selma; S. L. Rice, Metamora; R. D. Stryker, Huron; J. C. Rayon, Houston; V. A. Homen, Lodi; Harmon Brokate, La Carne; Grant McMorran, St. Paris; Jacob Hauss, Wapakoneta; C. N. Adlard, Piqua; J. E. Wells, Quincy; O. S. Brecount, Thackery; Adam Bright, Christianburg; G. O. Weimer, Rosewood; G. H. Worch, Versailles; Ed Conchot, Versailles; W. F. Dean, Gilboa; D. S. Cook, Basil; J. C. Wickersham, Midland; C. Rhonemus, Reesville; J. W. Channel, Melvin; J. A. Bond, La Rue; A. R. Dowler, Mandale; E. A. Epler, Marietta; G. O. Cruikshank, Leipsic; J. E. Churchill, Perrysburg; T. B. Marshall, Sidney; E. L. Odenweller, Ottoville; R. H. Watson, Old Fort; J. M. Deweese, Yorkshire; Geo. White, Galion; H. J. Weaver, Galion; E. W. Armstrong, Monroeville; Wm. M. Coup, Mt. Vernon; C. B. Jenkins, Marion; H. S. Heffner, Circleville; J. D. Spangler, Defiance; A. B. Beverstock, Lexington; W. D. Beeks, Canal Winchester; P. H. Daub, Helena.

SACK QUESTION ON THE COAST.

On the basis of current crop estimates. it will require 45,000,000 sacks to bag the grain in sight on the Pacific Coast, with only 38,100,000 sacks on hand. At the current price of 10 cents each, the cost of bagging the Coast grain will be $3,810,000 as a minimum.

This condition of things naturally has revived, or given an impetus to, the agitation for the adoption of the grain elevator system of the Mississippi Valley by grain buyers on the Pacific slope to enable wheat ranchers to handle their grain in bulk. Grain buyers on the Coast, who are mainly exporters, have hitherto commanded the situation, and, arguing that grain could be safely shipped across the equator only in bags, have forced the farmers to sack their grain as it came from the thrasher. It is true that the vessels engaged in the grain carrying trade from Pacific Coast ports to Europe are general cargo ships, not equipped for handling grain in bulk, nor could the owners of the vessels afford to equip with tanks or bins necessary for carrying wheat in bulk, as the return cargo might be general merchandise or cement, or something else, and the present arrangement of the holds is necessary. The question of heating in transit is also a leading one, the dangers of which might, perhaps, be somewhat lessened if farmers would stack their grain and permit it to go through the sweat previous to thrashing, and clean it before shipping—which, of course, they will not do, since the ranchers of the "Inland Empire," who are doing the complaining now, as a rule, use the header type of harvester, which does not comport with the stacking system of curing grain. Besides that, on the big farms of this section, it is necessary to commence the harvest while the grain is still quite green in order to get it all cut before it becomes too ripe.

It is not impossible that if farmers would themselves cure their grain in the stack, clean it and store it in bulk on their own farms until they got ready to sell, they might in time force the erection of elevators and eventually compel the exporters to bag the grain at their own expense; but so long as the ranchers continue the old system of harvesting their wheat they also bind themselves hand and foot to the old system of marketing it in bags.

A heavy demand for Texas oats is reported from the Southeast. The crop in Texas and Oklahoma is said to be "sufficient to go round" and leave some surplus.

ANOTHER INVESTIGATION.

In accordance with a resolution so directing them, the Interstate Commerce Commission will extend the scope of its investigations into the conduct of great business enterprises under the Tillman-Gillespie resolution, which has already thrown light on the management of the coal traffic on the Pennsylvania System and of the Standard Oil Company, to the "grain trust." This last order was secured by the adoption of a resolution offered in the Senate by Senator La Follette of Wisconsin, who in a speech in support of his resolution, charged that "huge frauds were being perpetrated in the grain business the same as in the coal industry, resulting in a monopoly of the entire grain business of the country."

Apparently the basis of Senator La Follette's resolution is certain information brought out by the inquiries of the "Industrial Commission" which some five or six years ago investigated all sorts of business affairs, and which created a tremendous record, published in some twenty volumes, more or less—all of which was immediately forgotten. He said that certain firms at Chicago now control all the business on certain given lines of railroad, as, for example, Charles Counselman on the Rock Island; Armour Elevator Co. on the Milwaukee and Burlington systems; Richardson on the Santa Fe; Peavey Elevator Co. on the Union Pacific, and so on. He said that "practically all the grain shipped into Chicago over any one line goes to one dealer" and expressed the opinion that "these wholesale dealers are closely allied among themselves, thus constituting a virtual monopoly of the entire grain business of the country." There is no competition now, he continued (in substance). "The profits of the buyers are pooled." If one buyer purchases more than his allotment he is subject to a penalty. The purpose of this system has been to increase the profits of the dealers. In the old days the buyer's margin was about 1 cent a bushel. Under the conditions brought about by the grain trust it is from 3 to 5 cents per bushel. The farmer now has no alternative. He must sell his grain to one of the elevators at his local station. Continuing, he said:

It has been stated as a result of the investigation made by the Industrial Commission that the general grain producing sections of the country have been divided and that territory has been portioned out to certain elevator companies, and that these companies have been given the monopoly of the grain business through an alliance with the railroads.

Mr. La Follette was supported by Senator Nelson of Minnesota, who said he had personal knowledge of many instances of discriminations by the railroads in favor of liue elevators, and that doubtless an investigation would show the same combination between the railroad companies and the elevator companies that had been found to exist between the railroads and the coal companies.

Senator La Follette also quoted from letters by John W. Thomas of the Wisconsin Railroad Commission that railways do discriminate, and Frank E. Campbell of the Iowa Railroad Commission to the effect that "because of the system prevailing in Iowa farmers lose annually $4,500,000." And so on.

MORE TROUBLE AT SUPERIOR.

On June 18 Senator McCumber of North Dakota presented to the Senate a petition from the Board of Trade of Superior, Wis., for an investigation of the grain inspection practiced by the Minnesota authorities. The Board claims a shortage of about 6,000,000 bushels on account of the methods used. This petition was signed by the president, T. J. Roth, and the secretary, A. N. Lent, and was authorized by the directory of the Board, whose communication Senator McCumber took as the basis of a charge that the chief difficulty is in the system of weighing, grading, inspecting and mixing. He said that the consular reports are filled with complaints that our grain is discredited abroad on account of mixing, which prevents the purchaser getting the high-grade No. 1 that he expects to receive.

THE LATE H. A. BARNARD.

In all the long list of American inventors and manufacturers of flouring mill, grain elevator and grain cleaning machinery no name has been more familiar than that of the late Heman A. Barnard, founder of the Barnard & Leas Manufacturing Company of Moline, Ill. For more than forty years the business he created has supplied machinery to mills and elevators, and during that time a succession of new machines and improvements of old devices has issued from the active, constructive brain of this typical son of Vermont, whose mechanical genius has enriched more than one industry.

Born on January 13, 1826, in LaMoille County, Vermont, he received a common school education, and then learned the trade of the millwright, at which he worked in the province of Quebec and



THE LATE H. A. BARNARD.

in the city of Worcester until 1854, when he came to Illinois and settled at Moline. It was during these latter years of the decade of the 'fifties that he invented a machine to bend plow handles, up to that time made with much labor by hand, and the invention was of great value to the local plow industry, then assuming importance. Mr. Barnard himself dabbled with plows for a time, but soon turned that business over to other parties, and in 1860 organized the firm of Hemenway, Wyckoff & Co., for the manufacture of chairs. By 1862, however, the firm had begun the manufacture of milling and grain cleaning machinery, which has since been the distinguishing products of the business.

In 1864 Mr. Hemenway retired from the firm, which then became Wykoff & Barnard. In 1868 J. Silas Leas became a member of the firm. In 1871 Mr. Wykoff withdrew, and in 1872 Capt. W. C. Bennett, now vice-president and treasurer, coming in, the business was incorporated as a stock company with the title, The Baruard & Leas Manufacturing Company.

These first twenty years of the business directed by Mr. Barnard were years of strenuous inventive activity, as well as of business growth, for with the invention of new machines came the necessity of inventing methods and machinery also for their manufacture. Even greater calls upon his inventive faculty came when the new processes of milling came; but then, as before, the company kept its place in the front rank of mill furnishers and machinery manufacturers. Mr. Barnard was one of the first builders of roller mills in this country and also one of the first men in America to see the advantages of the gyrating, or plane, sifter; and when the inventor of the Plansifter sent his agent to this country to interest mill furnishers in that epochal invention, Mr. Barnard, in the name of his company, immediately entered into a contract to build the machine, which he himself greatly improved. Indeed, no history of milling in America can be complete that does not give a leading place to the career and mechanical accomplishments of Heman A. Barnard.

Mr. Barnard's first wife was Delia Boright, whom he married at Dunton, Canada, on September 13, 1849. She was the mother of three children, of whom the son only survives—Charles A. Barnard, now secretary of the company. She died in 1856. In 1860 Mr. Barnard again married, his bride being Emily M. Sober, the marriage taking place at Salem, Mich., on February 20, 1860. Of the six children born of this union only three survive—Mrs. B. R. Towndrow, Mrs. Thomas Cassady and Mrs. A. J. Hesler of Wilmette, Ill. His funeral took place from his late residence on Wednesday, May 16, and was attended by the entire factory force.

Mr. Barnard, in spite of his large wealth, never lost his democratic personality and true sincerity of character, which were conspicuous enough to have made him a popular public servant had his instincts led him that way. He did, indeed, serve the city of Moline for many years as alderman and town supervisor, but his ambition lay in the upbuilding of a great manufacturing business, rather than in politics; and to his business he devoted his great talents as inventor and organizer as well as those charms of personality and integrity of character that would have made him a distinguished man in any other calling or station in life.

[For the "American Elevator and Grain Trade."]

THE EXCHANGES MAKE THE PRICE OF GRAIN.

L. C. BREED.

The general public labors under the impression that farmers fix the prices at which they will sell their grain, and even a large percentage of farmers themselves may have this notion; but this is not the case, since speculators have more to do with establishing values than the producers. Unthinking people cry out against this as an unwarrantable proceeding, since they imagine it works to the injury of farmers. Let us consider this matter a little. The term "speculator" is a very comprehensive one, even as applied to the grain business.

Coming down to transactions on the various exchanges, in order not, at present writing, to attempt to cover too much ground, and confining ourselves solely to dealings in "futures," an examination into the matter shows a very complex situation. Deals in what are termed the "new crop options" usually begin early in the spriug. In the body of men who occupy the "pit" of an exchange there are always two sets of men—sellers and buyers—though the personnel of each set is constantly changing. Proceedings are usually started by offers to sell. The party offering, for example, in April to sell wheat deliverable in July fixes his price at a figure at which, in his judgment, it is safe for him to sell. Personally he does not care whether the price is high or low, or whether the farmers will make or lose money in the vocation of raising wheat.

With this party, in one season, 60 cents for wheat for July delivery in his market—Chicago, for instance—may appear as safe a proposition as $1 per bushel would in another season. He is, however, in either case simply looking for profit on the sale. The party who buys merely considers his judgment (which is based on the fullest and most reliable information he is able to procure) more certain to be correct than his fellow trader on the exchange. Of course, in many cases these parties are simply acting for some outside persons; frequently, no doubt, for soue of the farmers.

Now, the fact that, from day to day, often for

several days in succession, the difference in their estimate of values between sellers and buyers is often less than one cent per bushel, is very marked evidence of a consensus of opinion as to the probable course of the market; and this, it should be borne in mind, is the outward expression of the judgment of a body of men far better posted, with abler and broader business views and experience than an equal number of farmers. It has been noted that the seller is not interested in the matter of price, and this is equally true of the buyer; meaning, of course, that he is neither favoring nor working against the farmers' interests. It is simply a business proposition of gain or loss. That a party changes his position, selling out the grain he has bought and contracting to deliver as a seller, because, from his new point of view of crop and market conditions he is warranted in making this change of base, counts for nothing. His attitude with regard to the producer remains unchanged.

The main reasons why the exchanges, and not the farmers, have the preponderance in making prices, may be stated as follows:

First. The immense volume of transactions concentrated in the five principal exchanges, towit, Chicago, New York, Minneapolis, St. Louis and Kansas City.

Second. The efforts on the part of sellers and buyers to maintain their position, that is, to make money out of their transactions. One side strives to force the price up and the other endeavors to break the market, and as a result, while there is sometimes a quite radical change effected in price, it is oftener a fractional, cumulative advance or a slow decline, until a turn upward sets in.

Third. In the financial ability to make cash deposits of margins sufficiently large to cover fluctuations in price, which margin both sellers and buyers are required to keep good until the contract is closed.

Fourth. The accumulation of grain in the elevators of the primary markets.

The only way in which farmers could really make the price of wheat or other products of the farm would be through the means of an organization controlled by themselves. As matters now stand, each farmer acts on his own judgment—whether or no he will accept the market price for a part or the whole of his wheat when it is ready for marketing. It is true, at times a large number of farmers, influenced by the same views, or through the need of giving attention to other crops, do not make free deliveries, and this is bound to have a marked effect on prices, temporarily at least.

Taking everything into consideration, on the whole it is likely that farmers are benefited by the practice of selling grain on the exchanges for future delivery, especially in view of the enormous crops now produced in this country. The statistical and other information gathered from the entire world, through the medium of exchanges, is a matter of great cost, and furnish the means of enabling the members of these bodies to determine, in a large degree, what the general conditions of supply and demand warrant, with regard to prices for grain in opening the season, which prices are thereafter subject to daily fluctuations, according to the character of advices received.

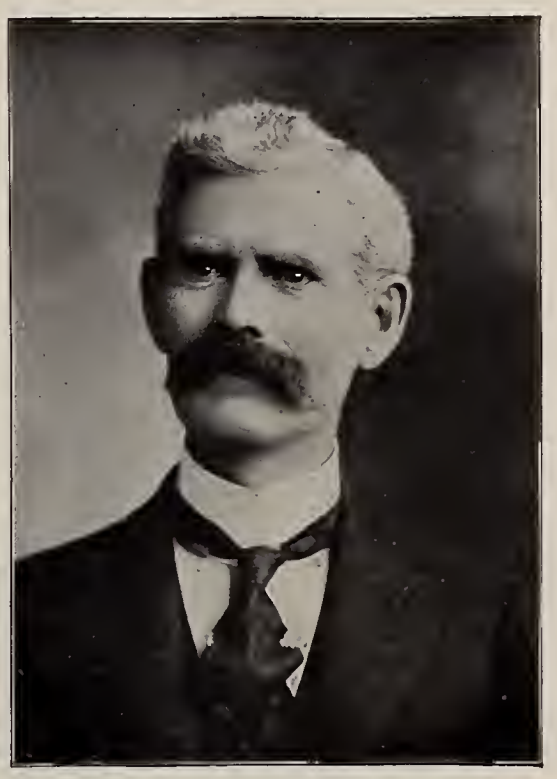
Millers think they should make the price on wheat, and some claim they do; but millers, as a rule, watch the option market as closely as do members of the grain trade, and they often complain that flour buyers are unduly influenced by the course of the market for futures and demand concessions in price of flour if the speculative market is ruling weaker or lower. Furthermore, they, as a class, very generally use the "pits" of the country to hedge in, sometimes against purchases of wheat, or buy the option as protection on sales of flour for future delivery.

Fifteen or twenty years ago, when the surplus of wheat over the requirements of the country was much larger than at present, it would come pretty near the facts to say that Europe made the price of our wheat. That condition of affairs has gradually ceased to exist, however, since the production of wheat has not kept pace with the growth of the country in population.

D. HUNTER DEAD.

Grain dealers in all parts of the country who have had the privilege of knowing D. Hunter of Hamburg, Ia., will truly regret the sudden death of that estimable gentleman at his home in Hamburg on Sunday, June 17, last.

A local paper says that on the morning of his death he was to all appearances in as good health as usual (his friends will remember that he had been in a poor state of health for some years, attributable to indigestion and a heart affection); and after eating a hearty breakfast, about 9 o'clock was in the yard of his residence trying to subdue



THE LATE D. HUNTER.

some bees that were swarming, when he was seized with a violent attack at his heart, due no doubt to the exertion to which he had subjected himself. He called to his daughter, Mrs. Griggs, who was visiting her parents, who hastened to his assistance and summoned a physician by telephone. The doctor promptly responded, but found Mr. Hunter beyond the need of medical assistance.

Duncan Hunter was born in Brighton, Ontario, in 1847, and apparently lived there the earlier part of his life, and there found his wife. In the '70's he removed to Hamburg, where he became interested in various lines of business, notably hotel keeping, in which he was both successful and popular. Later he engaged in the grain and coal business as the head of the firm of D. Hunter & Co., which has been quite successful.

It soon developed, when Mr. Hunter became interested in the buying of grain, that the business in southwestern Iowa was in a lamentable condition. Elevator property was worth scarcely fifty cents on the dollar, the profits were directly absorbed by the farmers, who in turn lost heavily at times by the failures of irresponsible dealers and itinerant scoop-shovelers and buyers without ample capital; while terminal conditions caused losses in various ways that, united with local conditions, had brought the business to a crisis of its existence. Mr. Hunter, therefore, with his neighbor, Geo. A. Stibbens, then of Coburg, and a handful of others called a meeting of dealers to consider the situation. Out of that meeting developed the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri, the first grain dealers' association organized west of the Mississippi River, and one of the first in the United States to conduct its business along lines of present methods in association work. Mr. Hunter was made president, an office he filled continuously thereafter until the day of his death, and under his management jointly with that of Mr. Stibbens, secretary of the Union, the organization has been conspicuously successful and of vast benefit to the trade of Iowa and Missouri directly and in an exemplary way to the trade of all the surplus grain states.

Mr. Hunter was a fast friend always of the National Association also, in the reorganization of which in 1901 he took a conspicuous part and of which he was a director continuously from that time until his death. Though he was repeatedly honored by his colleagues of the trade, Mr. Hunter was never assumptive, but took his honors seriously as laying upon him a duty not to be shirked nor ignored and which he performed always with conscientious painstaking, even on certain occasions at the risk of serious illness and when he should indeed have been on his bed. His death will therefore be a distinct loss to both the Grain Dealers' Union and the National Association.

Personally, Mr. Hunter was a man who compelled respect by his high personal character and won friends by his sincerity and absence of pretence—a thoroughly genuine man, the kind of man one likes to "tie to" and whose passing brings to each one who knew him well a keen sense of personal loss.

Mr. Hunter leaves a widow and three children—Clarence, a telegraph operator; James, a grain dealer at Watson, Mo., and Flore, now Mrs. Griggs, a resident of Meridian, Miss. His body was buried on June 21.

COMPLAINT IN MINNESOTA.

The Minnesota Railroad and Warehouse Commission recently called the attention of the governor of that state to the complaint that elevator operators have been taking 57 pounds as a bushel of corn instead of 56 pounds, which the state law calls a bushel. No action has been taken, but the Commission has given out the following statement, which explains the nature of the complaint:

"About two weeks since, A. N. Sayre of Hills filed with the Railroad and Warehouse Commission a complaint against the Farmers' Elevator Company of Beaver Creek, Rock County, charging it with injustice and fraud in its attempt to arbitrarily force upon him a settlement upon an illegal basis for a quantity of corn delivered at its elevator at Beaver Creek from the farm of Mr. Sayre.

"This is one of the many complaints that have been sent to the Commission during the past year, alleging violations of the law referred to and which arise from the fact that the country buyers of grain attempt to protect themselves against loss from dirty grain of the coarse variety, which is not covered by a system of dockage as in the case of wheat. Out of this have grown many abuses, buyers in some cases having exacted even three or four pounds above the legal weight of oats and barley to compensate themselves for alleged dirty grain and carry it to such an extent that even absolutely clean grain must bear the discount.

"The remedy suggested by the Commission for the present state of affairs is in the application of a dockage system as now used in the case of wheat, whereby unclean oats, barley and corn can be totally discounted by fixed rules and clean grain taken at its full value as it should be."

Portland, Ore., in the eleven months ended May 31 last exported 5,658,103 bushels of wheat compared with 1,474,147 bushels for the previous year. The record for the entire year 1905-06 is the greatest in the history of the port, and puts Portland in third place as a wheat exporter, being beaten by Puget Sound, 8,146,698 bushels, and New York, 7,182,556 bushels. Of course, as "Puget Sound" means Seattle, Tacoma, Everett, and two or three other small ports, Portland is really second only to New York City in this matter of wheat exports.

INSPECTION AND WEIGHING AT KANSAS CITY.

The Federal Court at Kansas City has been taking testimony for the defense in the case of the Midland Elevator Company, the Harris-Scotten Company, the Grant W. Kenney Grain Company, John I. Glover, and Brodnax & McLiney, owners of elevators in Wyandotte County, Kan., who some months ago began proceedings to have the Kansas state grain weighing and inspection law declared unconstitutional, and to obtain an injunction to prevent the state department from weighing or inspecting their grain. All the complainants are members of the Kansas City Board of Trade.

The parties in interest filed their testimony some weeks ago, F. T. La Port having been appointed special examiner by the court. On June 15, J. W. Radford, state inspector of Kansas, began the testimony on behalf of the defense. The testimony of this witness, as well as of others called, was somewhat sensational; and if substantiated, points to a condition of things that means more reform work at that market.

Among other things Mr. Radford swore that in the past three years thirty-eight cars of rye had been received and unloaded in the Union Pacific Elevator in Armourdale; but only two cars of rye had been shipped out of that elevator in the same period. He said that his inspectors during this time have found rye mixed with good wheat leaving the Union Pacific Elevator, and he offered in evidence as an explanation of the phenomena that "the price of rye has averaged 20 cents lower on the bushel than the price of wheat. If 40,000 bushels of rye, therefore, could be mixed with wheat and the combination sold for the regular price of wheat, the owner would make $8,000 on the deal, for each of the 40,000 bushels of rye which he put in the mixture would net him 20 cents profit over and above the profit on the natural increase in the price of the wheat." Mr. Radford said that some cars of wheat inspected out had been graded low on account of rye mixed with it, but he did not know how many. This, however, is but a question of mixing science; and not particularly shocking.

However, a really sensational charge was made in the testimony taken on June 23, when J. P. Chess, a deputy inspector, swore that on June 16 he inspected five cars of wheat at the Maple Leaf Elevator; graded it "Good No. 2," and issued inspection certificates to that effect. He said he noticed, however, that the cars were not loaded to their capacity, and, that being an unusual thing, he became suspicious. The next day he walked down into the railroad yards and saw the same five cars on the track. He made an investigation. "I found the five cars were full then; and when I began to inspect the wheat in them, I was astonished to find in three of the cars wheat of grade No. 3, where the day before there had been 'Good No. 2.' In the other two cars I found that the 'Good No. 2' had given way to grade No. 4." But as the second inspection was a private one, the five cars were sent out to their destination with inspection certificates of the state department grading the wheat as "Good No. 2."

The weighman in charge said the grain had been billed to Texas. Mr. Radford, as chief inspector, testified that when this particular deal was reported to him, he made a further investigation, and ordered the department's inspection certificates returned; but as the wheat has been scattered around over Texas and Mexico, it will be difficult to get them. The chief inspector added that he had got into communication with the purchaser and had learned that the latter forced the seller to settle with a check for $1,000 for the change in the grade of the wheat.

A story about five other cars of wheat at the Maple Leaf Elevator was told by W. W. Culbertson, a weighmaster of the Kansas state department. The five cars in question, he said, were loaded out at the elevator on June 15. In each car 40,000 pounds of wheat were loaded and the wheat was inspected. After that, Mr. Culbertson said, the cars were drawn back and four of them were unloaded. Then they were reloaded with 60,000 pounds of wheat each. The fifth car was not unloaded, but 20,000 pounds were added after the first weighing. The cars were not inspected the second time, Mr. Culbertson testified.

The testimony offered by the defendants upon the character of the supervision of the weighing in the elevators at Kansas City, Kan., was equally surprising. John T. O'Leary, a state employe, swore on June 17, that the Board of Trade supervisor at the Union Pacific Elevator "made reports on weights without seeing all of the cars weighed," citing a particular lot of twenty-three cars on September 19, 1903. He, O'Leary, had set a trap for the Board's man at the Union Pacific Elevator, he said, by putting out some dummy cards with erroneous figures on them. The Board's man copied the figures, he testified, and sent them into headquarters.

John K. McIntyre, a state weigher at the Memphis Elevator, testified in substance that by means of clever arrangement of bins an attempt had been made in that elevator on April 20 to make a shortage of 13,850 pounds of wheat from three cars. The wheat, he testified, had been sent from the cars as unloaded to the third floor to be weighed. The bins were so arranged, he said, that not all the wheat went into the scale he was weighing on, and later he discovered the shortage. Two of the cars had shippers' weights attached, but the third had none. "The superintendent wanted me to keep still so he could put the shortage on the man who had sent in no shipper's weight with his car," testified McIntyre. "He said: 'Let's square this thing up. I will send over and get six bottles of cold beer and fix everything.' I told him he would play hell squaring it up with me."

Alex. Temme, another state weighman, swore that at the Frisco Elevator the Board of Trade man got his figures from the scale tickets and never watched the weighing.

D. A. Allen, another weighman, said the old practice of sweeping is still in vogue at the Maple Leaf Elevator, the sweepings going to a certain cereal company or to a shanty in the yards used as a storage house.

Testimony was given that at every weighing place where both the Kansas state department and the Board of Trade have weighers, the Board of Trade cut its charges to 35 cents a car, after this suit was filed against the Kansas department. But at all places where the Kansas department does not have a weigher, the Board of Trade fixed its charges at 60 cents to $1 a car. The evidence showed that the Kansas department's charges are uniformly the same—(50 cents a car)—and that the department does not discriminate against the small elevator in favor of the large one.

The time set for the presentation of the Kansas department's testimony having expired on June 25, the department asked for an extension in order to put in further evidence; and the court on June 26 granted an additional thirty days. As new grain is now coming in, the complainant companies asked the court to grant a temporary restraining order against the department until the case should be decided. This was denied, but the department was required to give a $5,000 bond to indemnify the elevator companies for collections made pending the outcome of the suit. The court will appoint a master to pass on the testimony, as the commissioner who has been taking testimony lacks authority to report a decision to the court.

LOSS FROM BROKEN DOOR POST.

The car shown in the illustration was leaking grain on account of a broken door post. It is most probably the fact that the door post was either broken or in a very weak condition at the time of loading, and the pressure of the grain sprung the post while the car was in transit.



ANOTHER PLACE FOR A GENEROUS LEAK.

The side sheathings, also, at the point designated in the photograph, were in all probability loose at the time of loading, probably not enough to cause leakage at that time, but the rough handling the car was subjected to in switching and in rounding curves, undoubtedly sprung the loose sheathings, thus causing the leakage.

The shipper should have gone over these side sheathings and satisfied himself that they were securely fastened to the side sills, and the weakened or broken door post should have been lined on the inside with cloth or bagging. If these precautions had been taken it is not likely that any grain would have been lost on account of leakage in transit.

ELEVATOR ALLOWANCES ATTACKED.

John Davidson of Parsons, Kan., has appealed to the Interstate Commerce Commission to pass upon the legality of the elevator allowances made hitherto by the U. P. R. R. Co. under contract to Peavey & Co. at Council Bluffs and other terminal elevator operators. Mr. Davidson avers that he shipped a car of grain from Oswego, Kan., to Kansas City and reshipped to Galveston, receiving an elevation allowance at Kansas City. Later he made another shipment through the elevator at Parsons to Galveston and was refused an elevation allowance, although the road was saved the expense of

hauling the grain from Parsons to Kansas City and back to Parsons. He has sent all his bills of expense to the Interstate Commerce Commission, and thus the matter is again brought to its notice.

CANADIAN WHEAT STANDARDS.

The Commons agricultural committee of the Canadian Parliament has had under consideration the question of changing the standard samples of Manitoba wheat grades, which now are permanent and in no wise directly determined by the crop itself from year to year. The farmers were represented by Mr. MacCuaig, president of the Grain Growers' Association of Manitoba, who urged that the higher grades were not arranged to do justice to the farmers, there being too wide a gap between the two highest grades. Last season was an ideal one, the crop was fine; and yet 80 per cent of it did not grade higher than No. 2 Northern. At two bonded elevators on the border American buyers paid as much for this No. 2 as Canadian buyers were paying for No. 1.

Chief Inspector Horne of Winnipeg said the present grain standards should be maintained, and that the crop should be brought up to the standard, and not the standards lowered to meet the conditions of the crop. The British market required that the highest grade should be red in color; if the grade possessed that feature a certain quantity of thin or less plump wheat might be included.

Ontario millers strongly opposed any change in the grade as against their interests as flour exporters. C. B. Watts of Toronto said the Ontario millers would prefer that the grade of No. 1 hard should be maintained as at present, but having heard the representations of the Western farmers they would concede that the word "plump" should be dropped from the definition of No. 1 hard, and the reduction of the percentage from 75 to 70; but he warned the committee not to make the difference between No. 1 Northern and No. 1 hard so narrow that the buyer would not discriminate between the two.

Alberta representatives wanted a distinct grade, "Alberta Red," for the winter wheat of that province.

The sitting was closed by Mr. Fisher of the committee, who said that he did not know what the government would do about changing the standards at this session; but he thought he might report to Sir Richard Cartwright, the minister in charge, that all parties were agreed upon dropping the grade "extra No. 1 hard" and the word "plump" from the description of No. 1. On other points there might be a difference of opinion.

REFUSE CERTAIN CERTIFICATES.

The New York Produce Exchange, through which sales for export are made for delivery from the Virginia ports of Newport News and Norfolk, has been notified by the Liverpool Corn Trade Association that the latter body will hereafter refuse to recognize the grain inspection of Norfolk and Newport News, and that the London Corn Trade Association had joined in similar action. The communication follows, the notification being signed by John McGuire, secretary of the Liverpool Corn Trade Association:

I am instructed to inform you that in consequence of the unsatisfactory shipments of certificated No. 2 corn from Newport News and Norfolk, Va., the directors have deemed it necessary to take steps to protect the interests of buyers; and in conjunction with the London Corn Trade Association the following clause has been agreed upon for insertion in American grain contracts:

"Official certification of inspection is to be final as to quality, Newport News and Norfolk, Va., inspection excluded."

It has also been arranged with the London Corn Trade Association that in order to conform to the present practice the payment clause of Pacific Coast contract forms, Nos. 11, 14 and 32 (prompt, expired or arrived), should be amended to read as follows:

"Payment by net cash in London in exchange for shipping documents within seven days from the date of contract."

On receipt of this information at Norfolk, Mr. B. H. Jones, president of the Norfolk Hay and Grain Association, addressed an official communication to President J. W. McCarrick of the Norfolk Board of Trade and Business Men's Association, calling upon him to appoint a committee to investigate this action of the London and Liverpool association in order to place the blame where it belongs.

Walter S. Upshur, superintendent of the C. & O. R. R. Co.'s elevators, had already sailed for England, presumably on business in this conuection.

A TENNESSEE ELEVATOR.

The trim, well-built grain elevator at Union City, Tenn., shown in the engraving, belongs to the Hardy Grain Company of St. Louis. It is one of the typical houses now going up in the grain-growing section of the South, where the increasing production makes necessary the abandonment of the ancient system of sacking or barreling the



THE HARDY ELEVATOR AT UNION CITY, TENN.

products. In western Tennessee an elevator must be prepared to handle wheat, corn and oats; and so the elevator in question is of the latest design and has all the modern appliances for handling grain in large quantities, both from wagon delivery and for transfer work.

The house is a wooden structure, 48x60 feet on the ground and 114 feet high. It has 100,000 bushels' storage capacity in 20 bins. Among the items of its equipment are a large hopper scale of latest pattern, with registering beam, and cleaning machinery to handle 5,000 bushels per hour. The power is distributed by electric motors, supplied from the company's own power and lighting plant, located at the mill. The loading spout was added after a photograph was taken.

The Hardy Grain Company is directed by Geo. S. Hardy, president; Douglas Bradley, vice-president; T. F. Stubbs, treasurer, and Jos. F. Lamy, secretary. The company operates a mill also at Union City, and being dealers in grain, bran, meal and mixed feeds, has an office at St. Louis and holds membership in the St. Louis Merchants' Exchange and the Chicago Board of Trade.

Chief Grain Inspector W. L. Richeson of the New Orleans Board of Trade returned to that city on June 30 from an extensive trip through the North and Middle West. He visited Chicago, St. Louis, Kansas City, Omaha, Peoria and Decatur.

[For the "American Elevator and Grain Trade."]

THE HARD WHEAT RULE AT ST. LOUIS.

There is no subject of deeper interest to the grain trade than the question of the kinds of grain deliverable on contract and the spread in price that should be made to equalize when more than one kind is deliverable under the rules. On the St. Louis Merchants' Exchange, the delivery of hard wheat at a 3-cent penalty is undergoing trial again after having been abandoned once—some ten years ago. The present rule has been on trial thus for a second time for a period long enough to enable the trade to understand how it works. There have been, therefore, three classes of trade opinion developed by this experience, to wit, those who favor the rule as it is; those who oppose it; and those who would trade in both hard and soft wheat separately.

The correspondent of the "American Elevator and Grain Trade" at St. Louis, Mr. L. C. Breed, has, therefore, taken a sort of consensus of the Merchants' Exchange opinion on the subject, which is herewith presented as an interesting exhibit of the trade views upon this important and always debatable question:

T. B. MORTON of Morton & Co. says:

Why do I oppose the Hard Wheat Rule?

No other market ever enjoyed so large a patronage from buyers from states whose home production of soft wheat is insufficient to meet requirements, St. Louis having heretofore been known throughout the country, if not the world, as the most importaut soft red winter wheat market; and being practically in the center of the district in which this class of wheat is grown, she was properly so entitled. Toledo alone was anywhere analogous to St. Louis; and she, years ago, having tried the experiment of hard wheat on contract, now strictly adheres to the unit standard of sott wheat.

A little more than a year ago, when the hard wheat rule was for the second time adopted by our Exchange, its opponents recalled the past unpleasant experience regarding the very lax methods of the grading of this class of wheat, which necessarily has to pass through some three gateways and a process of "manipulation" to overcome in part, at least, some handicap of freight rates to our city, and this, too, irrespective of whether the crop is good or otherwise as to quality, and the fostering care of the Missouri State Grain Inspection Department, which seems ever ready in such emergencies to lend its aid to the aforesaid "doping" process, as has been fully demonstrated to any intelligent handler of grain in our market during the two periods that it has been admitted as "Contract" Wheat here—is the main source of my opposition to it.

With the hard wheat rule in vogue, our market at the time of the heaviest movement of the soft wheat is on such a low plane of values that we are unable to attract any considerable amount of the soft wheat until the movement is about over, and this leaves our market with only a hard winter distinctive feature, thus driving away from our market a large share of buyers for our soft wheat, and does anything but "broaden" it, as contended for by those that favor the hard wheat rule.

THOS. B. TEASDALE of the J. H. Teasdale Commission Company says:

Having always been a strong advocate of the hard wheat rule, I must confess to a feeling of considerable disappointment as to its workings during the past year; that is to say, I cannot see that the fact of hard wheat being deliverable upon contract has been of much help in bringing hard wheat to this market directly from original points of production. It has undoubtedly been the meaus of attracting considerable "factory" wheat of very ordinary, if not inferior, quality from mixing houses at terminal points, but it is probable that this has been a detriment rather than a benefit to the market, because it depreciated the average quality of our contract stock of hard wheat and caused the options to sell so far below the current value of the country-run wheat as to make it impossible or, at least, exceedingly difficult, to hedge the latter, to say nothing of the soft wheat.

I am not prepared yet to admit that this condition is the fault of the "hard wheat rule;" indeed, I think the main trouble has been a too lenient grading of the manipulated wheat above referred to; and I would oppose any change in the rule until we have tried it another season

under a more rigid enforcement of the inspection requirements, applying the same tests and standards to this "factory" wheat as have been uniformly applied to the country-run stuff.

The system of having two contract grades of wheat, the one of materially different character from the other, has always been and will always be open to the objection that some buyers of soft wheat exclusively will be deterred from operating in options by the uncertainty as to which grade will be delivered to them on contract; but the advocates of hard wheat, while recognizing this fact as a handicap, have felt that it would be more than counterbalanced by the increased business in hard wheat which would be brought to this market by extending the contract privilege. If the experience of the coming season demonstrates that the average quality of the contract hard wheat cannot be maintained at such a level as to prevent its unduly depressing the price of the futures and demoralizing the market, or if it appears that by reason of the changes in market and traffic conditions which recent years have developed St. Louis cannot gain more in hard wheat business than she loses in soft wheat through the operation of the hard wheat rule, then I would be in favor of the repeal of the rule and would advocate making No. 2 red the sole contract grade, under such rigid restrictions, however, as would reduce the danger of "corners" to a minimum. In a matter so important as this to the market, any action taken should be deliberate and absolutely uninfluenced by prejudice or selfish motives, and I believe we will all be in better position, with another year's experience, to judge what is best for the general welfare of our market.

E. L. WAGGONER, president of the Waggoner Grain Co., says:

Viewing the so-called hard wheat rule in the St. Louis market, which allows No. 2 hard wheat to be delivered on future contracts at 3 cents per bushel penalty, I look at it as follows:

Kansas, Nebraska, Oklahoma and Iowa produce anywhere from 125 to 200 million bushels of hard wheat annually. The surplus of these states, not milled within their borders, can move in three directions, namely, through the Gulf ports for export; to Minneapolis when the Northwest has a short spring wheat crop; and, lastly, to the Eastern seaboard ports and to markets and mills throughout the entire territory east of the Mississippi River.

The soft wheat belt tributary to this market is comparatively small—the state of Missouri producing around 30 million bushels. There is not to exceed 10 to 15 millions in Illinois that is grown in territory tributary to this market. Taking these facts into consideration, it behooves the St. Louis grain dealers to be in position to attract hard wheat from the states named to this market; and in order to be able to do so it is necessary to have a rule of this character so that the grain can be hedged with some degree of safety. We are led to believe that the Mississippi River will be greatly improved and within a reasonable time will be in a condition to carry grain in barges to New Orleans for export at a reasonable cost. When this cherished hope is realized, this market must be in position to handle hard wheat.

It is an undeniable fact that hard wheat is becoming more generally used by mills east of the Mississippi River from year to year, and this consumption, we have reason to believe, will increase more rapidly from this time forward than it has in the past.

Taking these several points into consideration, I would be very much opposed to the repeal of the so-called hard wheat rule.

N. L. MOFFITT, vice-president of the Hubbard & Moffitt Commission Co., says:

The firm which I represent took a decided stand against the hard wheat rule from the first time (1896) it was introduced, and fought it every time it came up until the last, when we took the view that, owing to changed conditions, the rule would not seriously affect speculative trading, this being our specialty.

Hard wheat in recent years has become a speculative commodity in all the leading markets, and for St. Louis to adopt a hard wheat rule was simply falling into line with other markets. Our experience has been that while speculative trade was cut down somewhat during the first six months after the passage of the rule, since that time the volume of business has steadily increased and trade is now larger, in our opinion, than it would have been if we were confined to No. 2 red wheat.

I think the ideal conditions would be brought about by adopting separate contracts for No. 2 red and No. 2 hard wheat, and trade in each on their merits.

F. E. KAUFFMAN, president of the Bernet, Craft & Kauffman Milling Co., says:

Answering your request for our opinion of the hard wheat rule as applied to our market here in St. Louis, I will say that we believe in making any kind of rule or regulation that will invite good wheat or good grain of any kind to this market.

The milling interests of St. Louis and vicinity are important. It is, therefore, important that these interests shall be served. If the mills are ignored there is not sufficient other influence to invite grain to St. Louis from distant territory.

It is contended by some that where more than one grade is deliverable on option contracts, the buyer does not know what he will receive on delivery day. Others contend that if St. Louis is to be a grain market of importance, it must keep up with the times and invite such grain as is tributary to this market on the same terms as are accepted in Kansas City, Omaha, Chicago or other markets competing with St. Louis. Which is the broader course to pursue we think is quite obvious. There is too much to be said to enter into argument in so short a paper, but, broadly speaking, we would say: Pursue that course which brings to St. Louis the largest volume of all kinds of grain and let the individual interests work out their own salvation afterward.

F. P. MEYER, secretary of the John F. Meyer & Sons Milling Co., says:

With reference to the repeal of the hard wheat rule will say we are in favor of both No. 2 red and No. 2 hard; but we do not think it is right to fix any difference between the two, and rather favor the idea of trading in each grade of wheat separately. This would enable millers like ourselves to hedge both our soft and hard wheat, when it is considered expedient to do so.

We think both soft and hard wheat ought to be traded in, each on its respective merits. We do not think it is right to fix a differential of, say, 3 cents discount for No. 2 hard wheat, as sometimes it sells 10 cents below No. 2 red wheat and sometimes sells at the same price as No. 2 red wheat.

NEW WHEAT DELIVERIES.

The first cars of new wheat, crop of 1906, that are recorded as arriving are as follows:

New York received the first samples of the new crop from Texas on June 11.

Topeka, Kan., received its first wheat of the new season from Pond Creek, Okla., on June 25.

St. Louis received its first car of new wheat on June 13, from Scott County, Mo. It graded No. 2, 62 pounds, and sold at 90 cents.

First new Kansas wheat delivered Kansas City on June 28, from Bonner Springs to Hall-Baker Grain Co. It was a good No. 2 and sold for 87½ cents.

The first car of new wheat at Louisville, Ky., arrived on June 30, being the earliest on record at that market. It graded No. 2. It came from southern Indiana to Ballard & Ballard, millers.

Baltimore received its first car of new wheat on June 28—six bags from Lancaster County, Virginia. It was not as good as the first arrival in 1905, but sold at 15c per bushel more, to wit, at $1.25.

First new wheat from Oklahoma reached Kansas City from Tonkawa on June 20—a No. 2 red, 61 pounds, consigned to W. S. Nicholson Grain Co. by Cassity-Feuquay Grain Co. Oklahoma City shipped its first car on June 19 and El Reno its first car on June 20.

First new Texas wheat was delivered at Fort Worth from McGregor on June 8, and sold to the Burrus Mills; at Temple on June 6, and sold to the Werkheiser-Polk Milling Co. at 85 cents; at Granger on June 6, and shipped by Werkheiser-Polk Co. to Galveston to get the prize of $100 for first arrival in that market, but the prize was claimed by a car shipped from McGregor by O. P. Lawson, local manager for Early & Daniel—a No. 2 red weighing 61 pounds; at San Antonio, on June 9, from Kerrville to Galveston for export.

The Kentucky State Railroad Commission on June 20 ordered a 25 per cent reduction in freight rates in that state.

MID-SUMMER MEETING INDIANA GRAIN DEALERS' ASSOCIATION.

The mid-summer meeting of the Indiana Grain Dealers' Association was held at Claypool Hotel, Indianapolis, on June 27. President E. M. Wasmuth of Roanoke called the meeting to order at 11 a. m. and read his annual address as follows:

The five months that have intervened since our last meeting are the months in which the movement of crops is lightest and the business of the grain shipper at its minimum of volume. Naturally, the result to the Association is the season of least activity.

During this time, however, there have been handled some matters of great importance to the members, and the Association has continued in a very prosperous condition. There have been two meetings of the board of managers to consider the matters intrusted to them by the Association in its annual meeting in January. At that time the retiring president recommended the approval by the Association of the McCumber Bill for government inspection, and this, and a resolution looking to the stationing of check inspectors at terminal markets by this Association, was referred to the managers. At their meeting, a committee of which Mr. McCardle is chairman was appointed to investigate the advisability of establishing check inspectors and report at this meeting. This report will be heard to-day, and I trust the matter will be thoroughly discussed and settled permanently. I do not wish to discuss the question myself, except to say that I could not approve of the undertaking unless it is entered into with practically unanimous approval of the members and unless it is plainly evident that it can be successfully carried out.

In line with your instructions to endeavor to secure the co-operation of other associations to the end that a test case be brought before the state Railroad Commission to determine the rights of railroad companies to collect demurrage and the reciprocal right of shippers to demand a like penalty from the railroads, the secretary was ordered to correspond with the officers of the several associations interested. As a result of the efforts of the secretary, a committee from the board of managers met a like committee from the Indiana Lumbermen's Association, the Hardwood Lumbermen's Association, and the Shippers' Protection League of Indiana, and arrangements were made whereby there has since been prepared a complaint or complaints which will be heard by the Commission at an early date. It is a matter for congratulation that this question is to be decided promptly and the rights of the shippers under our present laws determined.

The proposition for a Claims Bureau was considered without any action being taken looking to its establishment. In the meantime, members are informed that the secretary will lend any assistance he can to collect their claims.

The work of extending the Association over the state has been continued by the secretary, and this meeting finds us better organized than ever before. I will not go any further into the detail of the work done at this time. These mid-summer meetings are held at a time just before the beginning of the crop movement, for the purpose of ascertaining the conditions and correcting any abuses that may exist before the rush of business. I am pleased to be able to state that the grain business of the state is on a firmer foundation that ever before. While there yet remain places where unjust and unfair competition exists and unbusinesslike methods are practiced, the rule is that dealers compete with their neighbors on a basis of equal opportunity, which is the desired end of our efforts. The equipment of the elevators of our state has been so generally improved as to insure to the producers the opportunity to dispose of their grain where it can be handled to the best advantage.

The one thing that is needed at this time is more general support of our state Association, and it is to this that I wish to more particularly call your attention to-day. I am not pessimistic, and, in fact, I do not see anything but encouragement in the condition of our Association, which is better equipped for good work than ever before, but there is much need of orgauized effort and we need the good will and support of every grain dealer in the state. This can be accomplished by the individual efforts of the members. There are 700 regular dealers in the state. Of these, 231, or just 33 per cent, are members of our Association. In other words, out of every 100 dealers, 67 have been content to allow the other 33 to bear the burden while they have reaped an equal share of the reward of their work. Market conditions are being corrected, and assistance is given in every way to all legitimate dealers. These things are being

done by 231 of us. Can you estimate what might be accomplished by 700? Think of getting 500 enthusiastic members in a meeting here. How many more ideas we could get, how much more force our work would have. It is surely worth the effort. I believe the grain dealers' associations have accomplished more real good than any other similar organizations, and yet we apparently do not have the same support. The work is left to the faithful 33 per cent. The State Bankers' Association has enrolled more than 60 per cent of the bankers of the state. The Lumbermen's Association has as large a per cent of the lumber dealers, and the Michigan & Indiana Coal Dealers' Association has interested probably 70 per cent of the coal dealers of the northern part of the state. Now, I want to appeal to the members present to see if we cannot, during the next six months, increase our membership to at least 350, or just one-half of the dealers of the state, and have the largest and most enthusiastic meeting next January that we have ever had. In our local associations there are 133 members who do not belong to the state Association. Won't our local association officers make a special effort to get these dealers to join with us? If each dealer present will go home from this meeting determined to do his part in an effort to double our membership, I will guarantee that there will be "somethin' doin'" in the Indiana Grain Dealers' Association before January 1, next.

I hope that the spirit of this meeting will be entered into by every dealer here. There are papers on important subjects and they can profitably be discussed, and I especially hope that the matter of terminal inspection will be thoroughly discussed and that no hasty action will be taken. It is a matter that requires careful thinking and conservative action. There is much that is wrong in the present methods of inspecting grain and reform is bound to come. The application of the proper remedy will be hastened by careful consideratiou, but might be delayed by ill-advised effort.

Iu conclusion, I want to congratulate you upon the successful closing of a fairly prosperous crop year. Crops were abundant and the markets have been reasonably stable and uninfluenced by speculation. The losses many of us were compelled to take on account of bad corn previous to the holidays have been largely recuperated since. The prospects for the new crop, while not flattering in some sections, are excellent in others, and average well over the state. I hope that each will have a pleasant and prosperous season.

On motion by J. M. Brafford the president appointed the following committees:

On State of Trade—M. C. Burt, Jas. Witt, Bert Taylor, E. W. Ball, O. J. Thompson.

By-Laws—J. W. McCardle, C. E. Bash, Wm. Donlin.

A paper was read by Geo. C. Wood of Windfall in "Reciprocal Demurrage and Proper Distribution of Cars," as follows:

By the term demurrage we understand, first, the time a car is held for loading or unloading beyond the time allowed for car service associations. Should a shipper fail to load or unload a car within forty-eight hours, the time limit as fixed by the car service association of Indiana, after it is set for that purpose, the car is said to be on demurrage. The rules of the association take no account of weather conditions nor the kind of freight to be loaded or unloaded. They are immutable and ironclad and the directions say: Take it.

The term demurrage also means the fixed charges for each twenty-four hours' delay or detention beyond the free time allowed.

Reciprocal means mutual; given and received. Is it right and fair that demurrage should be received as well as given? What is the relation existing betweeu the shipper and railroad company? In the case of grain, the dealer buys the products of the farmer directly from the producer. He stores these products and prepares them for shipment and has suitable equipment to load out promptly when he desires to make a shipment. The average elevator has a storage capacity of at least twenty thousand bushels of grain, double the amount necessary if the car service was adequate at all seasons of the year. This means, in the first place, a permanent increase in the amount of capital invested, and, secondly, increased insurance, taxes and operating expenses.

The dealer is expected to handle the farmer's grain whenever it is offered. Often when cars are scarce he is compelled, at great expense and inconvenience, to improvise additional storage room. He holds himself out as a buyer of the farmer's grain and he should be able to care for it with a reasonable amount of storage capacity. A large per cent of the farmers prefer to market their surplus grain when harvested and consequently have no storage bins on their farms. Moreover, it is customary among them to make their future obligations fall due at the midsummer and midwinter harvest seasons. It is right that they should be able to market their products whenever their necessity may require or their judgment of market conditions may dictate.

Under the terms of their franchises and their common law liability, it is the duty of railroad companies to furnish adequate facilities for the transportation of all freight whenever offered, and that, too, without discrimination, the small shipper faring the same as the large one. This is the legal as well as the moral duty of the railroad companies. There is not a shipper present but who is a witness to frequent failures of the performance of this duty on the part of the railroads. Scarcity of cars, lack of motive power, unprecedented volume of business, acts of Providence, are all familiar excuses offered by railroad companies. When the facts are, in nearly all cases, some favored interest is receiving the transportation facilities while the common herd waits.

In the language of the street, when a railroad company seeks to avoid responsibility, everything goes; and strange as it may seem, our courts take cognizance of these false pretenses. It is meet thereupon that Justice should be painted blind and with bowed head. Railroad officials know crop conditions as well as grain men. It is their duty to know these things. They know in advance the probable tonnage that will be offered at every station on their



E. M. WASMUTH, ROANOKE, IND.
President Indiana Grain Dealers' Association.

lines. It is their duty to furnish adequate facilities for its prompt movement. If they fail in this performance of a known duty week after week, month after month and year after year, why should they not pay for this neglect? As conditions have existed in the past, the shipper of grain has been powerless to protect himself against a downward market. If he sold his grain for future shipment, his contract was promptly cancelled at the expiration of the time of shipment. On the other hand, if his judgment was bad as to market conditions and the market advances, he pays dearly for his temerity. In short, the ordinary shipper is reduced to the condition of a guarantor of railroad dividends, stores goods for shipment after others are served, pays all the freight of all descriptions and boards himself.

Demurrage charges should not only be reciprocal but they should be cumulative at an increased ratio for each day after demurrage begins. This alone will not cure the evil and secure the ordinary shipper his rights, of which he has been so long deprived. The Interstate Commerce Commission should be clothed with power to say how fast interstate traffic should be moved. Shippers will make a grave mistake if they suffer the agitation now sweeping over the country with irresistible force to abate until these two things are accomplished facts. With this power conferred on the Interstate Commerce Commission, and with reciprocal demurrage in the matter of furnishing cars, the average shipper can depend on a fair return for the risk he incurs on the capital and labor invested.

In the matter of the proper distribution of cars—this, in my judgment, is easy of attainment. The amount of tonnage in car lots of all descriptions of merchandise from any station on any line of road can be known and is known, from year to year. A proper distribution of cars would be in proportion to the tonnage offered. Railroad officials well know that at harvest time there is an increased demand for grain cars, which continues for a period of about thirty days; and when corn moves this extra demand is for a period of about sixty days. These conditions occur every year. They are not new and unforeseen. They should be provided for.

In conclusion, fellow grain dealers, let us stand for the right at all times and under all circumstances, neither swerving to the right nor to the left. Let us not suffer our zeal in this matter to be lulled to sleep by any promise to be good, but on the contrary, press the fight all along the line until such laws are written in the statutes of the land as to enable every shipper, be he ever so humble, to compel fair and courteous treatment.

Mr. Wood also discussed that part of President Wasmuth's address in which he referred to Mr. Wood's recommendation of the McComber Bill at the last meeting. Inasmuch as the chief grain inspectors, he said, had been delaying along for a number of years on Uniform Grades, he thought a national inspection would be better.

Mr. Burks said that as chairman of the demurrage committee of the Grain Dealers' National Association he would request any of the individual members of the Indiana Association who had any information which they could give the committee on the subject of demurrage to do so.

John R. McCardle, chairman of the committee on reciprocal demurrage, said that in the recent hearing on the reciprocal demurrage case before the Railroad Commission Mr. Jas T. Eaglesfield had requested Mr. McCardle to announce at the meeting that if any member of the Indiana Association has a complaint to make, the committee would like to have the evidence. Mr. McCardle hoped that when the time arrived all those with complaints would go before the commission and give their testimony.

C. S. Bash: I have just learned at the state house that the hearing of the demurrage case has been set for July 20. I learn also that the commission has overruled the complaint that had been filed in the name of our firm at Fort Wayne, and that it has been filed under the Veneer & Lumber & Co.'s case here in Indianapolis. I do not think shippers realize either the importance of this case or the importance of the Railroad Commission. Railroads are invariably represented by the best legal talent in the country. The trouble is that railroad rates are made by men who know nothing about the rules or rates they are making. Recently a railroad man under oath at the state house said he guessed that rates were arrived at by intuition. When five men in New York can say whether a rate in Indiana is right or not, it is time that we cite our side of the case. If we demand our rights we will receive greater respect from the railroad companies. Our Association is based on the motto, "Not for self, but for all." The railroads have reached the stage when they do not care to discuss reciprocal demurrage and anyone who has complaint to make should make it known to the secretary.

Secretary Brafford said he did not believe that grain dealers pay as much demurrage as lumber dealers, coal dealers and other interests; but grain men suffer more in the matter of not receiving cars to move grain. We have to order cars again and again, and I hope you will give all the information possible on demurrage.

C. B. Riley introduced the following resolution, which was adopted:

Whereas, it has been suggested that the use and movement of the equipment of the railroads of the country is greatly hampered and retarded by reason of rules now in force whereby cars are required to be loaded with certain commodities headed toward certain markets, etc., or not used at all; and

Whereas, It is believed that the carriers might facilitate the movement of equipment by the establishment of a joint ownership and management and a comprehensive system whereby such rules and restrictions would be abrogated and every car be permitted to run to whatever destination designed by the shipper; therefore, be it

Resolved, That it is the sense of this convention that such a comprehensive system as will accomplish the purposes indicated should be put in

force; and that we recommend to the management of the railroad companies these matters for their favorable consideration as expressions of the views and desires of the grain dealers of this state.

AFTERNOON SESSION.

President Wasmuth called the meeting to order and announced as the first thing on the program an address by John R. McCardle on "Terminal Inspection." Mr. McCardle spoke as follows:

I am delighted to-day for many things and for many reasons—so many that I have not the language at my command to express them. According to the constitution and by-laws of our organization, I am not a member of the Association any more; but I have paid my dues and will introduce a resolution which I hope the gentlemen before me will adopt.

In looking back over the past, gentlemen, and seeing the many reforms that have taken place and been brought about by the grain dealers' organizations, I am proud of the fact and think it is an honor to be a member of the Indiana Grain Dealers' Association. I am talking to the country shipper to-day, and with malice toward none and charity to all I assure you that it is not my intention to drop a word of reproach toward any terminal dealer or inspector here to-day. There are conditions which should be righted. In all transactions there should be two parties to the deal. When the country shipper buys a load of wheat or oats the farmer drives on his scales and he will express himself to the farmer that the grain grades so and so. The farmer says, "No, it is No. 2 Wheat." The farmer and the elevator man, then and there, determine the value, weight, etc., of that wheat before it is unloaded.

I have never had the experience of shipping much grain to other than one market, and I honestly believe that the inspector who inspected my grain for over twelve years and who is here to-day acted honestly and in good faith, and I have the highest regard for him. I feel that if we had a check inspector in the terminal markets in this country we would have better results for the country shipper. You would not have so many controversies as you have now. I think a great many of the terminal handlers are opposed to this check inspector. These two men could sit down and take a sample of grain and carefully inspect it, and bring better results, I am sure. I do not think it is right, gentlemen, for the grain shippers of this country to be continually sending grain to one market and allowing one man to pass judgment on it. I believe that it is right the shippers should be represented there. It is for you, gentlemen, to decide whether you want a check inspector or not in Buffalo, Toledo and the other markets.

I will take Chicago as a basis, because, I presume, it is the largest receiving market in the country. I will give you some figures: While last year was not the best year to make a comparison, taken as a whole it will serve our purpose. While I learned many things in the business there last year, the thing I wanted to learn most was how the dealer in the terminals can pay from one-fourth to 1 cent per bushel more for grain in the country station than they can get for it at the terminal markets—pay more than they can possibly get in any domestic or export market. That is why we want a check inspector. It is because he knows that when the cars arrive five out of ten will grade off.

We are now so organized that we can pick up a good man and send him to these markets on a moment's notice. I believe that the terminals will treat us right in this matter. For years and years you have been shipping to these markets, depending on those men down there to determine both the price and quality of your grain. I am not prepared to say whether I am in favor of national inspection or state inspection. If we should put a good man in any of these markets for three or four months, it will relieve the responsibility from the chief inspector, and remove the odium of the terminal inspector. I will offer in conclusion the following resolutions:

Resolved, By the grain dealers of Indiana in their midsummer session at Indianapolis, this, the twenty-seventh day of June, 1906, that it is the sense of this convention that the matter of a check inspector in the principal terminal markets available to the Middle States should be established and maintained; and, if necessary to meet the expenses of such inspection, that an additional inspection fee be provided for and collected by such markets.

Resolved, That it is desirable, if not absolutely necessary, to have the co-operation of the grain dealers of as many of the Middle States as possible to insure a fair test of this proposed plan; therefore, the Grain Dealers' National Association should be and is hereby requested to take the matter up and secure, if possible, the co-operation of other states, to the end that this matter may be put into force and effect in time for the present maturing crop. Be it further

Resolved, That the exchanges, through their proper officials in terminal markets in which such check inspectors may be located, are requested to instruct their official inspectors to supply the check inspector with duplicate official samples of all grain that fails to make regular contract grades and not to issue certificates thereon until after such check inspector has examined and passed upon the same; and if his inspection sustains the official inspection the certificates shall then be issued and show such fact. If the check inspector and chief inspector fail to agree, then the check inspector shall be authorized to appeal to the proper board on appeals in the name of the shipper as fully and under the same terms that the shipper could if personally present. Be it further

Resolved, That the check inspector should be authorized to represent the shippers in all other matters pertaining to their interest in such terminal markets and that the details of an effective plan should be worked out and that these resolutions shall be considered as a guide to an expression of the views of this Association.

I move the adoption of the resolution I just read.

Following along the same line Harry W. Kress read the following:

CONCLUSIONS AND IDEAS ARRIVED AT AFTER A YEAR'S STUDY AT TERMINALS.

The subject, how terminals are to be improved and wherein they fail to protect the country shipper's interest, is one of vital importance to the grain trade of to-day. The shippers are on one side of the fence, with the terminals on the other.

Such conditions are a detriment to the grain trade and should be eliminated as soon as possible. Up until little over a year ago, I was a shipper operating a country elevator in Ohio. It was there that I received my first prescription from the terminals, the dose of which was anything but agreeable at times. Unfortunately there is no antidote to counteract the effect of short weights and strenuous inspection. However, there will be no need for such antidote if the terminal's prescription is not of a toxic nature. For the patient, namely, the shipper, will never refuse a tonic, such as good weights and reasonable inspection.

One of the causes for a great deal of misunderstanding that exists between terminals and shippers is that there are very few shippers who, when buying the farmer's grain, consider by what inspection rules they are grading. However, the shipper is partially excused, when you consider that what might grade 2 in one market will grade 3 in another; and is it reasonable to expect the country shippers to grade the farmer's grain to suit the fancy of a dozen different markets? I say, give the shipper uniform grades, and he will make no more excuses or complaints which to-day "at times" he is entitled to.

Why is it that a party on the market, purchasing grain at Toledo or any other market, is compelled to accept their inspection and weights as final? Is it because there is entire confidence between the different terminals, or is it possible that their inspection rules are too lenient? And if not, why is it necessary, when the outgoing stuff is supposed to be the identical stuff that has been graded in from the shipper?

After disposing of my elevator interests, I took a notion to combine a short vacation with the purpose of studying a little about terminal conditions. I devoted over five months to one of our large receiving markets covering new wheat, rye, oats and corn. You can rest assured, gentlemen, that mine was an exciting, or, I should say, rather, strenuous time. In writing reports in the grain journals I tried to bring the shippers to a realization of their shortcomings; and of course there are lots of things I might have written, or say now, about the terminals, but I am not looking for that kind of notoriety. Let us bury the hatchet and in fairness to the terminals and shippers alike place a representative of the shippers at our large receiving markets.

The responsibility of such a representative will be a great task and a tax on any man's powers. There is nothing impracticable about a check inspector, and no matter if the inspection charges are higher, satisfaction is what you desire. I see no reason for the terminals opposing such a move, for if they did, they would be standing in their own light. Would it not be far better for them, when having any differences with the shippers, to be able to deal with the check inspector instead of the present method of answering the shipper's question, and in the end giving no satisfaction? One of the things that has appealed to me at terminals is the small consideration given to the deputy inspectors. This I consider a very unfortunate affair for the following reasons: They are the ones who inspect the bulk of the shipper's grain; their average conception of the country shipper is limited, and in many instances their conclusions are that the shipper is a kicker and a critic. What other conclusions can they help from arriving at when they only hear of complaints from sources other than the shippers themselves? I say that if some of these deputy inspectors were allowed to attend these meetings they would obtain a broader conception of what is needed and wanted, and I also feel certain that they would carry with them a far better opinion of the shippers as a whole than they now possess.

Is there any good reason why they should not meet the men on whose property they are daily placing a valuation to the extent of thousands of dollars? The inspection of grain is an art, or, in other words, a profession, in that it is a calling that cannot be filled by persons who have not made a long and careful study of the same. These men to-day are confined to a given area to inspect grain and patrol their districts in a mechanical way, little realizing what an important factor they are to the shippers of grain. Now, let these deputies appoint two or three in their midst to attend these meetings and gather the free expression of thought on such occasions, also receive a copy of our trade journals, and the result I feel will be productive of lots of good. They will go back to their posts of duty with a deeper realization of what their work means to hundreds of shippers and a better idea as to the importance of their position. Let the chief inspectors impress the importance of this matter, if such they deem it, upon the members of their exchange and see if they cannot get some of these men on the ground with us.

Traveling over Indiana and Ohio the last four or five weeks, I came in direct contact with many shippers. Nothing gets a shipper's attention quicker than when you discuss the terminal. He is immediately interested and generally wears a frown that won't come off; and why won't his frown come off? Is it because his results at terminals are so flattering, or is it because of the reverse? Now, who is at fault? I do not mean to say that the terminals are always in the wrong, nor do I believe all shippers are above reproach. The terminals have certainly done a great deal to overcome the scepticism of the shippers and should be given credit for the advance they have made along the line of protecting the shipper's interests.

While at terminals I saw plugged cars and bad coopering of cars, also cars unfit for grain which might and might not be the fault of the shipper. We must not overlook the fact that the railroad should be given some attention as well as the terminal. The delay and manner in which the cars are handled in transit is the cause of many off grades and shortages of weights. Last October I wrote up my views on equipment, which is of vital importance to the shippers of grain. The shippers of other commodities may have their troubles with exorbitant rates and discriminations, but the grain shippers have not only these things to contend with but a line of equipment that is not fit to haul coal, let alone grain. I say that the railroads must give us some consideration or the grain shippers will be bereft of their senses in addition to their bank accounts. I have seen cars arrive at terminals which have been hammered and pounded around in transit until the leaks gave one the impression that they were sand cars to keep the roadbeds in good condition. I believe that the agent at every station should be given orders to examine the cars that are furnished the shippers to load, and if he then allows the cars to go forward, and the cars after arriving at destination are found to be leaky or damaged, the railroad company should make good any shortage, it being a valid claim against the railroad company for loss of property. And there the check inspector would be an important witness. The shortage question is one that to my mind has been created mostly by the railroads with their equipment, which is a farce in many instances.

What is the remedy? We shall have to come to a state of mind in which we oppose such a condition as this, not because it makes us lose dollars but because it is forever wrong, because it means anything but a shipper's just rights. Until we are willing to admit that what is in fault here is a principle vital to our progress and liberty, and until we are willing to make sacrifices for that principle, we are but wasting time to cry out against these evils.

As to the immediate prescription for the evil, the best available medication is through the railroad problem. How will we solve the railroad problem? Certainly not by passing more laws about it. A power that is able to override and defy justice will not be awed by any of our charges, which to them resemble nothing more than paper bullets; and it is anything but lunacy to suppose so. We have laws enough now, and with railroad company's book of rules we will find an impreg-

nable armor. What difference does it make if cars arrive in a damaged condition? The firm makes the claim and the railroad does not allow it. Whose business is that? How can the fraud and lawlessness be proved? How can it be detected, when cars are damaged in transit? Even if some clerk or railroad employe of the station where cars were loaded would reveal the fact that the cars were in good condition when loaded, the railroads under our present methods would laugh the shipper out of court.

Now, some propose this and others that, but in truth nothing is being accomplished to any great extent where relief is most needed. If you have a state railroad commission (and I understand you have) you have at last established a starting point for better conditions. It is very well for us to be conservative in what we adopt, but the one fault I have always found in our association work is that there is not enough attained in the way of results. If you think of something suggested by one of your members as a good thing that will benefit you all, give the same your undivided attention and push it to an issue as quick as possible. A little less thinking and more action is required. Your secretary calls you together twice a year with the result that you either accomplish something or you agree to disagree. Your secretary cannot accomplish these things by himself. What does your association stand for, unless it be the united action for better things pertaining to yourselves as a whole?

I believe that the minutes of every local association meeting should be kept on file or passed to Mr. Brafford and then to Mr. Courcier, and this will give the general pulse of conditions throughout the different states. There are a great many dealers who attend your local meetings that never see a state meeting, and any good points that come up at these meetings should not be allowed to escape unnoticed. More sympathy between the National, state and local associations is wanted and will go a long way in throwing the searchlight where it is most needed; and furthermore, unless we keep up the spirit of our state and National associations we will continue to have the same unsatisfactory conditions, for as individuals we cannot expect to accomplish anything along the lines we are working.

In writing this report I simply tried to give the situation to a limited extent as it appealed to me. In conclusion I wish to give a conversatien that took place between shippers A from Ohio and B from Indiana:

A. Well, what about our new secretary of the Grain Dealers' National Association?

B. Who, that fellow Courcier?

A. Yes, how's he coming?

B. Why, there's no coming to that fellow; he's there with the goods.

A. Well, that's great.

B. Nothing great about that when you know he's a product of the Hoosier State.

A. Well, what an ass I am; of course he's there with the goods if he's from Indiana.

B. You're on.

G. H. K. White, chief grain inspector of the New York market, said he would be pleased to have the Association send their representatives to the New York market and also have the shippers come.

J. D. Shanahan, chief grain inspector of Buffalo, said:

After listening to Mr. McCardle's address, it leaves me with the impression that he was trying to impress upon your minds that there were conditions in the terminal markets which were fraudulent. Such is not the case. Now, I was present last fall when the proposition of a check inspector at terminal markets came up; and I believe those who were there understood me to say that I was thoroughly in favor of such a movement. If you have any idea that it is going to effect any great change in the inspection, it is a mistake, as it is impossible; but you would be able to get the reason why the grain does not grade. The chief inspector has the interest of the consumer to look after as well as the shipper to safeguard. The consumers have no organization, as you have here and in your National associations; therefore, their troubles are not made known, although they are many. I do not believe that the Buffalo market is opposed to the check inspection in their market; but if you go down there with the idea that you are going to force the grade in the Buffalo market, I do not think you are going to succeed.

A man who has had fifteen or twenty years' experience in the terminal market ought to know, if he has any ideas at all, what the trade requires. A man who has a country station somewhere, perhaps he knows the conditions for fifteen or twenty miles around that little station, and he thinks the world moves on that basis. It seems to me that if we are going to have a check inspector in these markets—I do not oppose it, however—suppose you pick up somebody who has had no experience and knows nothing about what the market requires, and he goes down there with the idea that everything in the West ought to grade—that he is going to revolutionize the market. We do not want such a man. Every man gets a fair show in Buffalo.

If a man is not satisfied with the grades, he has an opportunity to appeal to the grain committee, composed of five disinterested men, and now, I would like to know if this is one man's judgment. There is another condition at these markets to be taken into consideration, and that is, these markets are competitors of one another. What is the result? You send your grain where you get the best grade. Taking this into consideration, the charge that there are fraudulent practices in the Eastern markets is not true. Before you go to the expense of this check inspector, you had better find out whether you are really being mulcted in the Eastern markets.

Jas. Wellington of Anderson said that he was very much interested in Mr. Shanahan's remarks and that he seemed to think that the rights of the consumer should be respected as well as those of the shipper. That was all right from his standpoint; but he had never heard that they had any complaints from consumers. If the consumer had any grievances he would certainly have spoken of them before this. Mr. Anderson thought the system of check inspection would be a good one.

Mr. Dunlap was in favor of some steps being taken to safeguard the interests of the shipper. While shippers are not always angels, nor even always fair, neither do they always get a square deal. He thought there should be check inspectors paid by the Association, while the consumer paid for their inspection.

W. W. Alder thought they should not proceed too fast in the matter, but take into consideration the consumer. If the shippers in the Central States would take a little time to see for themselves they would find that the people in the terminal markets are as honest as themselves.

O. J. Thompson made the point that the inspection was not the same all the year round, and that the out-grade of a car was not the same as the in-grade.

Edward W. Culver, chief grain inspector at Toledo, said that no one man could come to a market and check twenty-six railroads. With a check system the Association would have to organize a complete inspection bureau. It would then have to have the co-operation of the different state associations and the National Association to get enough out of it to pay their men. The inspectors five years ago got up a set of uniform rules, but they were never recognized until a short time ago at the National Association. He thought that within a year from next July the different exchanges would work under uniform grades. Dealers should pay more attention to cleaning and loading their grain and there would be fewer off-grades and less fault finding.

L. S. Churchill of Buffalo was of the opinion that it would be a good thing to have representation in some or all of the terminal markets, to see if shippers received fair treatment. He did not believe, however, that any market would prosper that used unfair methods in handling the business. If a market through unfair methods outbid others for grain the shipper would be disappointed in the long run.

S. W. Yantis of Buffalo said he could assure the grain dealers of Indiana that the Buffalo market would not get their grain if the market used any unfair methods. Every receiver in Buffalo knows that if our inspection is not fair we will not get the grain and that is what we are after. A check inspector could not do more for your interests than the receiver could by appealing to the grain committee. The chances are that he has paid more for the grain than it will bring, on account of deterioration, etc., and it is also to his interests to have the grain inspected as well as possible.

The following resolutions were adopted, on motion of Secretary Brafford:

Whereas, it has been apparent for several years that the change in classification on hay from sixth class to fifth class was a gross injustice to the farmers of our state, as the change compelled the shippers and consumers of hay to pay $1 per ton more freight on hay to seaboard and New England points and a proportionate advance on shorter hauls; and

Whereas, Indiana is a great hay producing state, having a surplus from one to two million tons annually for shipment; and

Whereas, Our relations to the farmer are such as to make our interests mutual; and recognizing the fact that fully two-thirds of the membership of this Association handle hay, and further, that the farmers are not organized in such a way as to correct their wrongs and redress their grievance against such discrimination against one of the principal crops of our state; and knowing the motto of this organization to be "Not for self but for all," be it

Resolved, By the Grain Dealers' Association of the state of Indiana, in convention assembled, this twenty-seventh day of June, 1906, that it is the sense of this Association that hay should be restored to sixth class classification, whereby millions of dollars annually would be saved to the farmers and consumers of hay; and that a copy of this resolution be sent to the Railroad Commission of this state, with a request that the hay rate be reduced and corrected at the earliest moment possible; and further, that a copy of the same be also sent to the Interstate Commerce Commission at Washington with a request for similar action on the same by that body.

Resolved, That any person, firm or corporation, now or formerly a regular member or official of this Association, in good standing, wishing to continue such membership shall be eligible thereto, whether actively engaged in the grain business as shipper or otherwise.

Resolved, That we also recommend that the Grain Dealers' National Association Trade Rules be printed with our Constitution and By-Laws.

A paper was read by A. F. Files of Muncy on "Unreasonable Delays of Cars en Route and at Terminals." It is published on another page of this issue.

A. E. Reynolds of Crawfordsville, director of the Grain Dealers' National Association from Indiana, made a report on the annual meeting held in Chicago June 4 and 5. He said that last year was one of rebuilding, and now we have a new National Association, in fact as well as name, with 1,635 members and with Oklahoma and Illinois reaffiliated. The scope of the National is wider and we are on the eve of a prosperous year.

MIDSUMMER NOTES.

Arthur R. Sawers was present from the Chicago market.

The Buffalo market was represented by S. W. Yantis; W. W. Alder, of Alder & Stofer; L. S. Churchill, of United Grain Co.

The chief grain inspectors present were: E. H. Culver, Toledo; J. D. Shanahan, Buffalo; G. H. K. White, New York; Wm. Griner, Indianapolis.

The only machine on exhibition was a McLeod Automatic Scale. Its good points were demonstrated by Geo. Beyer, general sales agent McLeod Automatic Scale Co. of Peru, Ill.

From the Toledo market there was F. W. Jaeger, of J. F. Zahm & Co.; W. W. Cummings, with J. J. Coon Grain Co.; Kent D. Keilholtz, with Southworth & Co.; J. M. Coup, with W. A. Rundell & Co.

Indianapolis is the home office of the Grain Dealers' National Mutual Fire Insurance Co. and Secretary C. A. McCotter, L. R. Doud and J. C. King added their services in assisting both at the business and social sessions.

Machinery interests were looked after by W. H. Kaiser of Weller Manufacturing Co., Chicago; W. A. Grabill, elevator builder of Daleville, Ind.; Geo. Beyer of McLeod Automatic Scale Co. of Peru, Ill.; A. S. Gorman, representing Huntley Manufacturing Co. of Silver Creek, N. Y.; Randolph Coleman of American Grain Meter Co., Springfield, Ohio.

About forty millers and grain dealers met at Arkansas City on June 27, and formed an organization for the purpose of creating a clearing house for trade reports of interest to millers and dealers of northern Oklahoma and southern Kansas. The reports will be made to the Blackville Milling Co., which will condense the information and distribute it to the subscribers.

J. C. ROBINSON SEED CO.

The congressional seed distribution has no absolutely killing effect on the general seed business; but it does remove a portion of the cream, as the separator does for the milkman who "milks" his cream to the limit allowed by the ordinances of the city where he sells. Its injustice to the seed trade must be conceded, although that trade has so far been exceedingly mild and self-controlled in its protests, in spite of the vast amount of money invested in an industry which has as unquestioned right to a protest as has any other line of business thus attacked by the government.

Our former illustrations of seed establishments in the past have given indication of the large amount of money invested in buildings alone, that are necessary to cure, store and pack this indispensable article of commerce. This feature of the business will be further seen in the pictures accompanying this article, showing the two chief buildings of the J. C. Robinson Seed Co. of Waterloo, Neb., a part of the plant of the Waterloo Seed Gardens. These buildings are known as the No. 1 and No. 4 warehouses, those numbered 2 and 3 being somewhat smaller than the two shown.

The No. 1 warehouse was enlarged to its present capacity in 1901. This building is 52 feet wide by 100 feet long, with a gasoline engine room attached, and also a 14x16-foot projection which is used as an enlargement of the office. This warehouse is used primarily for handling vine seeds, including cucumbers, melons, squash, pumpkins, etc., and also for sweet, or sugar, corn. Its milling equipment is two large Monitor Separators and one smaller Clipper Mill. It has a 24-horsepower Fairbanks-Morse Gasoline Engine and its own electric lighting plant, and also a force pump for supplying a 500-barrel tank located about 100 feet from the building, which is connected by pipes with the building, thus supplying a moderate water protection.

In the engine room is a 20-horsepower Fairbanks-Morse Gasoline Engine.

Corn can be received at the dump house, which is equipped like that of any grain elevator. This is located on the east side and is designed especially for handling ear corn, while on the west side corn can be received at the car dump. The elevator on the east reaches seven bins and the elevator on the west reaches five bins. Five of the bins in the building are for ear corn and these extend only to the third floor, where they empty on tables where the ears are sorted and tipped and butted by small machines specially designed for the purpose. Then the sorted corn goes to the bins leading to the shellers on the second floor. After shelling this corn is remilled, hand-picked, if there are any bad grains in it, and is then ready for shipping.



NO. 4 WAREHOUSE OF THE J. C. ROBINSON SEED COMPANY.

The primary object of this building is to receive a high grade of ear corn that can be worked up into fancy seed stock. The building



NO. 1 SEED WAREHOUSE OF THE J. C. ROBINSON SEED COMPANY.

The first floor contains the office, which is 16x30 feet in size, and also the sacking spouts for the different mills. The second floor is used for the storage of milled stocks and the front of the building is used for preparing stock for shipment. The front part of the third floor is used as a picking room, where about twenty-four corn pickers are constantly employed in sorting corn.

The No. 4 warehouse is 60 feet square, exclusive of the engine and elevator dump houses and the angle taken off the southwest corner to accommodate the trackage. Its height is approximately 70 feet and it contains six floors. The building rests on stone piers and heavy posts extending from these piers support the whole superstructure, each story being built to be separate and independent of the story above.

is also equipped for handling shelled corn. The capacity in sacked corn and corn in bins is about 38,000 bushels.

W. J. Adams, operating at Davenport, Iowa, as the Adams Grain and Commission Co., was recently arrested on a charge of perjury and held to the grand jury under bonds of $1,000. While defending two suits brought against him (he sought consignments of farm produce, chiefly), he testified under oath that he only had $5 and could not pay the claims. When matters began to look bad for him he handed the attorneys $150 which he had in his pocket at the time, in settlement of one of the claims. The justice thereupon drew up an information charging Adams with perjury, and in default of bonds he was sent to jail pending a hearing.

ELEVATOR ALLOWANCE DISCONTINUED.

At a conference of traffic managers of the Western Lines, held at Chicago on June 15, the payment of "elevator allowances" for transferring, or loading and unloading cars, was abolished. The announcement given out by the roads after the conference is as follows:

Each line individually declared that effective upon a date to be announced later, the payment of elevator allowance on grain at all points will be discontinued; except that the fobbing charges at ports on export grain may be continued, but shall not exceed the present allowance, and that prior to the announcement of the taking effect of this arrangement, an understanding will be reached among the roads as to the maximum allowance to be made for actual transfer of grain from car to car.

This importaut action was taken, it is said, on the advice of the general counsels of the roads interested, who, in spite of the Commerce Commission's opinion in the Peavey case, made some time ago, that the allowances were "objectionable but not illegal," decided it is not legal for these roads to pay the elevation charges, which have been included in the rate.

It was forced upon the roads by Mr. Stickney of the C. G. W., who on June 23 reduced grain rates from Omaha to Chicago, Minneapolis and Mississippi River points 1¼ cents below the old schedule, the amount of the reduction being the amount of the elevation allowance made at Omaha, and the change in the rates effected by the elimination of this allowance put the rates on a flat, open basis.

Mr. Stickney, in announcing this course of action by his road at a luncheon given by the Commercial Club of Omaha, the directors of the Omaha Grain Exchange and other representatives of Omaha's business interests, on June 19, among other things, said:

The present custom of collecting certain tariff rates for the transfer of grain and afterward paying back 1¼ cents per hundredweight as an "elevator," "transfer," "loading" or "unloading" charge, had its origin with a contract made by the Union Pacific Railroad Company with Peavey & Co. in 1889, which became effective some time during the year 1900, when the Peavey Elevator at Council Bluffs was completed, whereby the Union Pacific Company agreed to pay to Peavey & Co. a so-called transfer charge of 1¼ cents per hundredweight for all grains shipped over the Union Pacific lines which were unloaded into the Peavey elevator.

This contract was a secret contract, the transfer charge not being mentioned in the published tariffs of the Union Pacific road and made good to the whole shipping public, and it was some time—I cannot tell how long—before the secret leaked out; and the Union Pacific Company has never to this date made it public by publishing the transfer charge allowed Peavey & Co. in their tariffs and giving the same allowance for unloading to the whole shipping public.

Similar contracts were made with Trans-Mississippi Grain Company at Council Bluffs and with the Peavey Elevator at Kansas City.

Some time, probably in 1904, the Santa Fe

made an informal complaint to the Interstate Commerce Commission on which the Commission summoned the Union Pacific and Peavey & Co. to show cause why the contract should not he set aside; and the Commission on the partial statement of facts which was presented to them found the contract was legal and that the payments made therennder hy the Union Pacific were legal.

Thereupon the North-Western, the Burlington, the Missouri Pacific, the Santa Fe and the Rock Island, having lines in Nebraska and Kansas parallel and competing with the Union Pacific lines, felt compelled to meet the rates thus made by the Union Pacific Company by secretly paying 1¼ cents per hundredweight to the large shippers of grain upon their lines. But as all of these companies had lines extending east and south from Missouri River points and were desirous of preventing their grain from stopping at the markets of Omaha and Kansas City, they refused to pay 1¼ cents per hundredweight out of their rate hetween the grain fields and the market towns of Omaha and Kansas City, hut paid the allowance out of their through rates from the grain fields to Chicago, St. Louis and the Gulf ports.

Under this arrangement it is evident that all grain which stopped at the market towns of Omaha and Kansas City was handicapped to the extent of 1¼ cents per hundredweight in respect to rates—a handicap which, if continued, it is evident, would have ultimately destroyed the grain markets at Omaha and Kansas City.

Under these conditions, in order to protect the grain markets of Omaha and Kansas City and to secure a fair share of the transportation of grain from Missouri River points to Chicago and Minneapolis and other points, the Chicago Great Western Company, which has no lines west of the Missouri River, felt compelled, both in the interests of justice to the grain dealers and the markets at Omaha and Kansas City, and to their own interest, to make a similar allowance on shipments between these points and more eastern markets reached by its lines, upon all grain which had not received such allowances, like the Peavey grain, between the grain fields and Omaha and Kansas City.

But the Chicago Great Western Company has never paid these allowances secretly. From the ontstart they puhlished tariffs which they filed with the Interstate Commerce Commission, stating the allowance which would he made on the shipment of such grain. The Chicago Great Western, having taken this stand aud published these tariffs, compelled all the other lines to do the same, and thus the markets at Omaha and Kansas City have heen maintained.

Now, let us see by a concrete example how the Peavey contract would have affected the market at Omaha if the same allowance had not been made hy the other lines.

A large grain dealing concern in Omaha informs me that during the past year they have hought on the Union Pacific Railroad and shipped into Omaha more thau 1,000 carloads of grain upon which the Union Pacific refused to make the same allowance which they made to Peavey & Co. and the Trans-Mississippi Grain Company. Estimating each carload at 60,000 pounds, these 1,000 carloads of grain cost this company in Omaha $7.50 per car, or an aggregate of $7,500, more than 1,000 carloads of grain would cost Peavey & Co. or the Trans-Mississippi Grain Company in Omaha.

I am further informed that the same concern during the past year purchased and shipped into Omaha, on all the lines, including the Union Pacific, ahout 12,000 carloads of grain, upon which they have received no allowauce hy any of the roads hringing such grain into Omaha. Therefore, estimating each carload at 60,000 pounds, these 12,000 carloads of grain have cost this company in Omaha $90,000 more than a like quantity of grain would have cost Peavey & Co. and the Trans-Mississippi Grain Company in Omaha.

But there is still another clause in the Peavey contract which is a gross discrimination in favor of Peavey & Co. and the Trans-Mississippi Grain Company as against all other grain dealers and elevator companies doing business in Omaha.

The sixth section of the contract reads as follows: "Railroad Company agrees to provide said Peavey & Co. for said elevator, equal privileges and advantages as it may grant to the proprietors of any other grain elevator or elevators that are now, or which may hereafter be, located on or served hy said railroad company at Omaha, Neh., or Council Bluffs, Iowa, and that all cars coming from or going to any point or points on said railroad, to or from said elevator, and not less than ten miles from Omaha, shall be switched, whether loaded or empty, to or from said elevator free of charge."

Hence, these two elevator companies are entitled to have grain arriving at Omaha on the Burlington, the North-Western, the Rock Island, the Missouri Pacific, the Omaha railways, as well as the Union Pacific, switched to their elevators in Council Bluffs for nothing, and switched from their elevators to any outgoing line for nothing, while the other nine elevators in Omaha and Council Bluffs are compelled to pay, in order to get such grain to their elevators, from $2 to $6 per car and the same amounts for getting their grain switched from their elevators to the outgoing lines, a discrimination in favor of the two favored elevators of from $4 to $12 per car, amounting in the aggregate on the 12,000 cars in our example to nearly as much as the 1¼ cents per hundredweight allowed in the previous section of the contract which we have heen considering.

This, also, is a secret arrangement not disclosed by any of the tariffs puhlished hy the Union Pacific Company, either at the time the contract was made, or since; and on the husiness of 12,000 carloads handled hy the concern which has heen hefore mentioned would prohahly amount to nearly another $90,000 per annum.

Such are the enormous advantages which this contract secures to the Peavey Company and the Trans-Mississippi Company over all other elevators and grain dealers in Omaha.

From this concrete example, it is evident that the grain company which has been referred to could not have brought 12,000 cars of grain, or any considerable number of cars of grain, into Omaha in competition with Peavey & Co. and the Trans-Mississippi Grain Company unless the roads taking such grain out would make the same allowance from their freight rates that Peavey & Co. and the Trans-Mississippi Grain Company received on the grain in; and it is also evideut that such allowance on its outshipments would be useless in the matter of equality between elevators and dealers if the same allowances on out-shipments were made hy Peavey & Co. and the Trans-Mississippi Grain Company.

Hence, however illegal these tariffs may have heen in refusing to ship out grain for Peavey & Co. and the Trans-Mississippi Grain Company at the same time that grain could he shipped out for other concerns in Omaha which did not receive such allowance on their grain into Omaha, there seems to he an element of justice and fair dealing in such tariffs.

Mr. Stickney then questioned the legality of this contract, which, being a secret one, is in conflict with the condition of the published tariffs, that the rates therein named did "not cover the loading of grain into cars or the unloading of grain when it reached its destination at Council Bluffs," but, on the contrary, expressly provided that "the grain in carloads should he loaded and unloaded by the shipper." Of course, the raison d'être of the contract was the building of an elevator at Council Bluffs hy Peavey & Co. and the Union Pacific paid the huilders this allowance for services performed; and on this grounnd alone the Commerce Commission held the contract to be a legal once, since it might elect to provide an elevator to transfer grain and operate it or pay Peavey & Co. the allowance named to do the work for the road; but Mr. Stickney says the agreement of Peavey & Co. is

to receive, not from the puhlic, but from the Railroad Company, any grain tendered by it which originated on the lines of its railroad, and which may be consigned to or in the care of the elevator, to the capacity thereof, and to promptly transfer such grain from said Railroad Company's cars through said elevator, so that such husiness tendered to said elevator hy said Railroad Company shall be first transferred and the cars of said Railroad Company promptly released. For this transfer the Railroad Company agrees to pay 1¼ cents per hundredweight. The transfer charge, hy the terms of said coutract, is payable on all grain originating on the lines of the Union Pacific Railroad Company and transported thereover which may be consigned to or in the care of the said elevator. . . .

It is true that this matter has been before the Interstate Commerce Commission, and the Commission has given the opinion that on the facts disclosed at the hearing, "however objectionable the arrangement in question may appear from any point of view, it cannot be adjudged unlawful."

The facts as presented to the Commission and upon which its decision was based seemed to prove that the elevator was built and operated principally for the purpose of transferring grain which was consigned to points beyond the terminus of the Union Pacific lines from the cars of the Union Pacific Company directly to the outgoing cars of the connecting carriers for further transportation, thus releasing the Union Pacific cars more promptly and more cheaply than by any other means of trausfer. It was not pointed out to the Commission that under the customs of railroading it was not the duty of the Union Pacific on through shipments to make such transfer, but that custom required the connecting carriers to make the transfer.

The apparent opponents of the contract admitted the legal rights of the parties to make such a contract, provided the transfer charge was reasonahle. No one pointed out to the commission the terms of the railroad schedule of rates, which required Peavey & Co. and all other receivers of grain to unload and transfer their own grain without paymeut from the railway company, and the sole question suhmitted and decided by the Commission was, in effect:

Granting the right and the duty of the railway company to pay for such a transfer, was the charge of 1¼ cents per 100 a reasonahle charge? The decision of the Commission was that under such a statement of facts the amount of the charge, on the evidence produced, was not reasonable. And that is all the decision does decide.

This is the legal status of the contract to-day. It is of the first importance to all grain shippers and all grain carrying railways, and especially to the grain market at Omaha, that the Interstate Commerce Commission reopens the case and hears further testimony and argument; and I am convinced that the result will he that they will hold that the Peavey contract and the practices under that contract to he illegal. It is my purpose to make a petition for the reargument of the case at an early date. If the Grain Exchange of Omaha or any of its members desires to join in such application I would he very glad to have them do so.

Suhsequently Mr. Stickney did go to Washington, when he brought the suhject to the attention of the Commerce Commission; and on July 1 it was announced that the Union Pacific would make the same allowance (1¼ cents per hundredweight) to all elevators on the Missouri River that it now makes to the Peavey elevators; and it is predicted that the Peavey contract will have to he abrogated hy the Union Pacific Company and all allowances aholished.

DEMURRAGE LEGISLATION.

The National Hay Association's committee on demurrage rules, at the July meeting, reported that pending the legislation in Congress nothing was done by the committee to crowd legislation on the question of reciprocal demurrage. Now, however, the committee say:

"Your committee believe that it is now time for this body to take actiou along the line heretofore laid out, and we respectfully urge upon this membership that a new committee be organized at once with a view of taking up this question of demurrage and reciprocal demurrage and bringing it to the attention of the Interstate Commerce Commission in order to secure decisions and rulings on the same which shall he equitable alike to the railroads and the shippers and receivers.

"We helieve that at present the demurrage rules are unjust as well as discriminative and that it is absolutely necessary that some definite ruling he made in the near future whereby small snippers will he protected and dealt with upon the same lines and in the same manner that large shippers are hy the various railroad interests. We recognize the fact that the small shippers and receivers of the country are necessarily the agents wherehy the vast amounts of grain, hay and manufactured products are collected and distributed from the producers to the consumers.

"We recognize the fact, also, that it is the small shippers who are at present the more unjustly dealt with and most arhitrarily ruled against by the railroad companies of this country, from their inability to protect themselves in the same manner and by the same means as those used hy the larger corporations and commercial organizations. No honest effort should be spared in getting these matters before the Interstate Commerce Commission at once. We are satisfied the puhlic seutiment is now crystallized to such an extent that the railroad interests of the United States will not only listen to any just and reasonable appeals, but they will also grant the same."

Oregon farmers are now agitating the estahlishment of a jute bag factory in the state prison.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

FIRST CAR OF NEW WHEAT.

Editor American Elevator and Grain Trade:—Our firm to-day received the first car of new wheat of this season's crop. It tested No. 2 red, 61 pounds, and was consigned to us from Tonkawa, Okla., by the Cassity & Feuquay Grain Co.

Yours very truly,

W. S. NICHOLSON & CO., per N. W. S. N.

Kansas City, Mo., June 18, 1906.

CHANGE AT BLACKWELL, OKLA.

Editor American Elevator and Grain Trade:—We beg to inform you that on June first our firm, (Vandenburgh Bros.), was absorbed by the Blackwell Milling & Elevator Co.'s "Grain Department," and we will have charge of that department.

On account of the increasing business which the Blackwell Milling & Elevator Co. and ourselves have enjoyed during the establishment of the two firms here, that firm has found that both their flour and grain trade has increased to such an extent that they deemed it advisable to separate the grain from the milling business entirely. Having been closely associated with this firm for a number of years we felt that owing to the acquaintance, and especially the financial and business reputation which they have established, we could better ourselves by consolidating the two businesses, thus creating a firm of two old established companies which will certainly work to the interest of our customers as well as to ourselves.

The Blackwell Milling & Elevator Co., own and operate eighteen grain elevators; and besides this, while we already have a large and profitable wholesale business established, we expect to increase this, and we will now be in a much better position to attend to the needs of our customers.

Yours very truly,

Blackwell, Okla. VANDENBURG BROS.

WHEAT GRADES IN KANSAS.

Editor American Elevator and Grain Trade:—The Kansas Grain Commission, appointed by the Governor to fix the grades for the coming year, met in Topeka on July 6. The millers of Kansas were well represented, and urged that wheat containing any rye be ruled from No. 2 grade regardless of test, weight or quality. This the Commission refused to do, but they intimated that if they were reappointed the coming year they would penalize all wheat containing rye. The rule on No. 2 wheat does not differ materially from what it was last year. The rule as it will appear in the new schedule will state that wheat containing rye may be graded No. 3. This will leave it optional with the inspector as to what amount of rye No. 3 wheat may contain.

I think all of the farmers should be advised that in all probability a new rule governing No. 2 wheat will be made by the commission the coming year, and that it will be to their interest to select seed wheat free from rye or expect to pay the penalty. In order that every farmer may be warned of what is to come, I have advised Kansas dealers to request their local papers to print the following notice or its equivalent:

Warning.—Wheat containing rye will be eliminated from No. 2 wheat next season. In selecting your seed wheat be very careful to select seed free from rye, as the Grain Commission appointed by the Governor to fix grades on Kansas grain intimated at their last meeting, July 6, that all wheat containing rye should not, after this crop, grade better than No. 3, regardless of test weight and quality.

Box cars will be in demand for the next 90 days, and the Kansas roads will put into commission all of their old worn-out and decrepit cars and expect dealers to load them regardless of condition. If forced to load bad order cars, dealers should do so only under protest, and if loss occurs in transit they should immediately file claims against the company for the loss sustained, and if claim is refused notify the office of the Secretary of the Kansas Association, who will assist in making the collection.

Again, I would recommend that every shipper have cards showing the weight of wheat and amount in bushels in the car, and tack the cards on both inside doors. Such cards are very cheap.

Very rtuly yours,

E. J. SMILEY, Sec'y.

INSPECTION OF CORN AND OATS AT CHICAGO.

Editor American Elevator and Grain Trade:—The following statement showing the percentages of contract corn and oats inspected into Chicago, May 19 to June 18, for the years 1903, 1904, 1905 and 1906, respectively, has been compiled by request. The statement shows a very satisfactory improvement in the amount of contract corn and oats received since the department has been under the control of the present chief grain inspector, W. S. Cowen, who has been in charge since June 10, 1904. I am assured that any suggestions for the good of the department will always receive most careful consideration.

In Inspection of Corn and Oats. Showing Percentage of No. 2 Grade. May 19 to June 10, 1906, Both Dates Included.

Railroads.	Total Cars Corn.	No. 2.	Percentage of Contract.	Total Cars Oats.	Standard.	Percentage of Standard.
C., B. & Q.	1.961	1,331	68	870	435	50
C., R. I. & P.	1,192	409	34	498	182	37
Alton	625	517	83	184	124	67
Ill. Cent.	1,563	1,202	77	323	245	76
Freeport	550	117	21	167	24	14
Gal. Div.	1,942	661	34	560	210	38
Wis. Div.	37	3	8	87	31	36
Wabash	182	143	79	51	42	82
C. & E. I.	556	322	58	263	161	61
St. Paul	1,436	793	55	886	222	25
Wis. Cent.			..	27	6	22
Great West.	531	108	20	219	33	15
Santa Fe	382	339	89	190	139	73
E. J. E.	18	1	5	6	...	..
Special	459	167	36	8	1	12
Total	11.434	6.113	53	4,339	1,855	43

Same, May 18 to June 17, 1905, Both Dates Included.

Railroads.	Total Cars Corn.	No. 2.	Per Cent.	Total Cars Oats.	No. 2.	Per Cent.
C., B. & Q.	1,788	721	40	808	278	34
C., R. I. & P.	798	170	21	486	120	25
Alton	913	418	46	230	123	53
Ill. Cent.	2,077	1,246	60	614	469	76
Freeport	269	63	23	139	7	5
Gal. Div.	1,193	452	38	400	126	32
Wis. Div	6		..	...	...	..
Wabash	391	143	37	70	24	34
C. & E. I.	487	211	43	274	133	48
St. Paul	788	237	30	618	216	33
Wis. Cent.			..	...	...	..
Great West.	337	16	5	161	34	21
Santa Fe	517	203	39	222	50	22
E. J. E.	4		..	4	...	..
Special	161	19	12	53	1	2
Total	9,729	3.899	40	4,079	1,581	38

Same. May 19 to June 18, 1904, Both Dates Included.

Railroads.	Total Cars Corn.	No. 2.	Per Cent.	Total Cars Oats.	No. 2.	Per Cent.
C., B. & Q.	2,314	395	17	532	32	6
C., R. I. & P.	896	131	15	472	31	7
Alton	1,013	232	23	131	21	15
Ill. Cen.	3,664	70	2	362	150	41
Freeport	40		..	153	...	..
Galena Div.	526	44	8	545	9	2
Wis. Div.	2		..	101	4	4
Wabash	610	55	9	66	23	35
C. & E. I.	493	63	13	133	38	29
St. Paul	213	9	4	553	12	2
Wis. Cent.			..	1	...	..
Great West.	228	4	2	114	...	..
Santa Fe	493	42	8	128	5	4
E. J. E.	345	45	13	49	...	..
Special	111	17	15	29	...	..
Total	10,951	1,107	10	3,369	325	9

Same, May 19 to June 17, 1903, Both Dates Included.

Railroads.	Total Cars Corn.	No. 2.	Per Cent.	Total Cars Oats.	No. 2.	Per Cent.
C., B. & Q.	2,919	172	6	726	21	0.3
C., R. I. & P.	550	56	10	392	...	..
Alton	980	99	10	215	2	1
Freeport	55	3	5	143	1	0.7
Galena	421	29	7	541	36	7
Wis. Div.	7	1	14	236	54	25
Wabash	681	85	12	197	6	3
C. & E. I.	795	40	5	200	18	9
C., M. & St. P.	130		..	907	162	18
Wis. Cent.			..	30	1	3
Great West.	94	1	1	229	7	3
Santa Fe	740	146	20	194	2	1
E. J. E.	118		..	54	...	0
Special	560	63	11	32	...	0
Total	10,632	780	7	4,468	311	7

Totals Compared.

	Cars Corn.	Per Cent No. 2 Corn.	Cars Oats.	Per Cent Standard or No. 2.
1906	11,434	53	4,339	43
1905	9,729	40	4,079	38
1904	10,951	10	3,369	9
1903	10,632	7	4,468	7

Yours truly,

A. W. LLOYD.

DEATH OF JOHN WILSON OF LEAVENWORTH, KAN.

John Wilson, founder and president of the Great Western Manufacturing Company of Leavenworth, Kan., died on June 6, in his seventy-eighth year, of an attack of apoplexy. Mr. Wilson had been attacked with apoplexy about a year previously while at Mobile, but having recovered, he had until the day before his death, when the attack was repeated, seemingly enjoyed very good health for a man of his years.

John Wilson was easily the first citizen of Leavenworth, of which city he had been a permanent resident for nearly fifty years. Born at Oxford, Chester County, Pa., on October 8, 1828, he was educated in the schools of his native town and at the New London Academy, after which he entered a store as a clerk, becoming a merchant on his own account as soon as he reached the age of twenty-one.

In 1856 he came West to make a visit to a relative then residing in St. Louis. He made his



THE LATE JOHN WILSON.

first visit to Leavenworth the same year in order to look at the lands then attracting so many hardy settlers from the older Eastern states. In the fall of the same year he settled permanently at Leavenworth, buying town lots at Second and Cherokee Streets, on which he built the first brick business building erected in the town. Here he opened a hardware store. In this business he continued, first on his own account, then as a member of the firms of Wilson & Hastings (1861-1864) and Wilson, Brace & Co. (1864-1869), until the year 1869, when he retired from the latter firm to become a member of the Great Western Manufacturing Company, of which he at once became the leading spirit.

The original company was formed in 1858 by a number of Eastern men who, looking to the future, perhaps, rather than to the then present hour, established a foundry at Leavenworth, which they called the "Western," being the first foundry and machine shop in the state of Kansas. Its first manufactures were saw mills and steam engines, but as the country filled up and farmers began to market grain the demand for flouring mill machinery led to the Western Foundry's taking up the manufacture of that line of machinery, and we find that the first flour mill erected in that part of the state, built in Leavenworth in 1860, was equipped by the "Western Foundry." The name Great Western Manufacturing Company was assumed when the business was reorganized in 1869,

when Mr. Wilson took hold of its management and began to develop it along the lines of flour mill machinery, which, on account of the company's favorable location, has since become, with the kindred line of grain handling machinery, an immense business.

In 1875 the business of the company was divided, one portion being organized as the Great Western Stove Co. Mr. Wilson, who had been treasurer of the original company, was then made president of the Great Western Manufacturing Company, a position he filled with profit to the company and great honor and distinction to himself. It is one evidence, at least, of his remarkable characteristics as a man and as an employer, that during the entire history of the company over whose fortunes he presided he never had a strike, and that there are on its factory payroll to-day the names of not less than a dozen (perhaps more) men who have been in his employ or that of the company for periods of upwards of thirty years—some few as long as forty years. It is not surprising that the death of John Wilson affected many of these old men almost to tears.

Mr. Wilson was one of the first board of directors of the Leavenworth Terminal and Bridge Company; was one of the organizers and vice-president of the Leavenworth National Bank, and with his son, Howard Wilson, organized and was the first president of the Mobile Light and Railroad Company of Mobile, Ala. He was not a politician in any sense, but as a democrat he sat as senator in the first legislature of Kansas and died an independent democrat. He served for four years as county commissioner also, and for a number of years was a member of the local school board, in all of which trusts he exhibited that devotion to high principle and steadfastness to the public interest that characterized him as a business man and made him one of the best beloved men of Leavenworth.

Mr. Wilson married prior to going to Kansas—in September, 1854, to be accurate—his bride being Eliza J., daughter of Samuel Holmes, of Oxford, Pa., whose grandfather, like John Wilson's own father, was a soldier of the War of 1812. She survives him, as do their two sons, Howard and Samuel, the latter, the younger, being now secretary of the Great Western Manufacturing Company.

The funeral took place on June 9, from the late residence, the services being conducted by Rev. R. A. Elwood and Rev. W. N. Page, the former preaching the funeral oration. The employes of the company attended in a body, the factory having been closed from the hour of Mr. Wilson's death (when its bell tolled out 78 strokes) until the following Monday morning, and also by a large body of Leavenworth citizens, making the funeral in all respects the most notable that has ever taken place in that city. On the following day, a memorial service was held at the First Presbyterian Church, of which Mr. Wilson had been a consistent and working member since 1857.

On the day following his death the Leavenworth Times newspaper said of him:

In paying tribute to the memory of John Wilson there are no words of genuine praise that are too extravagant. He was a useful member of our population in all that the term "useful" in the best sense implies. He built up from a small beginning the Great Western machine shops and was formerly interested also in the Great Western Stove Company, the two being among the largest employing concerns in Leavenworth. For his connection with the former he was particularly known in Leavenworth's industrial system. As an employer he was kind and conscientious in the treatment of his workmen, but it was in his private benefactions that his true character was best revealed. His many years of residence here won for him an increasing degree of respect and admiration, both inside the Presbyterian Church, to the cause of which he gave most freely, and outside of it. The passing of John Wilson removes from us a most lovable man and a man whose whole life is worthy the closest emulation.

There will be no dearth of crop reports from the spring wheat states. Four experts are already in the field and a fifth is en route. Jones and Inglis went out yesterday for the Watsons of Minneapolis, B. W. Snow is in the field for Bartlett-Frazier, A. J. White has a special expert at work and Finley Barrell's man started for the fields last night.—Chicago Record-Herald, July 6.

A NEBRASKA STATION.

The elevator shown in the engraving is a new house erected in 1905 by S. M. Blythe and A. R. Patton at Blue Springs, Neb., on the site of a former house which had been destroyed on February 27, 1905, by a fire originating in a C., B. & Q. locomotive spark. The new house was completed on May 1, 1905.

The elevator is a cribbed house, 24x36 feet on the foundations and 32 feet high to the eaves, or 48 feet in the clear. This will give storage room for about 15,000 bushels. The equipment includes a 7-horsepower Howe Engine, Barnard & Leas Manufacturing Co.'s corn cleaner for 400 bushels per hour, and a 700-bushel Fairbanks Hopper Scale. The elevating capacity is 1,000 bushels per hour.

The business was founded by S. M. Blythe,



THE SIMMONS ELEVATOR AT BLUE SPRINGS, NEB.

who began handling grain at Blue Springs in the fall of 1895, but in the year 1903 formed a partnership with Mr. Patton which terminated on January 29 1906, after this, a new and better elevator than the old one, had been completed and put in operation. Mr. Blythe, in turn, after handling in 1905-06 nearly 200,000 bushels of grain through the elevator, a few weeks ago sold the property to Roy E. Simmons, the present owner.

WORLD'S CROP STATISTICS.

Some months ago an International Agricultural Conference was held at Rome under the auspices of the king of Italy, which resulted in a recommendation that the nations of the world join in organizing a grain crop estimating commission which should present accurate estimates of the world's supply of grain from year to year.

A protocol was drafted carrying the idea into effect, so far as the United States is concerned; but the approval of the Senate is necessary to make effective this country's participation in the work. It is proposed that the members of the commission from the United States shall consist of either three or five members.

Of the forty-one nations which sent representatives to the conference at Rome, thirty-nine have agreed to identify themselves with the proposed work, Turkey and Uruguay being the only nations which have not yet agreed to respond to the demand for an international commission.

Early in June China signified its intention to be represented on the body.

New Orleans from September 1 to June 30 exported 1,429,655:40 bushels of wheat; 18,172,-655:50 bushels of corn; 3,729,055 bushels of oats, and 1,081,075:20 bushels of barley—a heavy increase in every line over 1904-5.

GOVERNMENT INSPECTION LABORATORIES.

The Hansborough amendment to the agricultural appropriation bill, offered in the Senate, was strengthened by the conference committee by the incorporation of a provision authorizing the Secretary of Agriculture, in addition to fixing definite grades at points of export, to issue certificates of inspection whenever requested by consignor or consignee. The provision as it became a law, is as follows:

To enable the Secretary of Agriculture to establish, at such points of export as he may deem expedient, laboratories for the purpose of examing and reporting upon the nature, quality and condition of any sample, parcel, or consignment of seed or grain, fifteen thousand dollars, or so much thereof as may be necessary; and the Secretary of Agriculture is authorized to report upon such samples, parcels or consignments from time to time, and the reports so made shall serve as a basis for the fixing of definite grades, and for the issuance of certificates of inspection when requested by the consignor or consignee of any grain entering into interstate or foreign commerce.

While it is the apparent intention of the department to confine the laboratories' activities at present to export grain supervision, under the terms of the law, if the necessity arises, inspections can be made of grain being shipped from one state to another, as well as of grain being shipped to a foreign country.

ELEVATOR RESPONSIBILITY IN CANADA.

The Canadian government will probably enact legislation to meet the views of the Winnipeg Grain Exchange, as expressed in a recent petition, to hold elevators pecuniarily liable for the grain held by them in storage. It was supposed that elevator operators were so liable to their patrons, but on the recent collapse of the Ogilvie Elevator at Ft. William opinions of the leading lawyers were to the effect that the elevator companies could not be held liable.

The Ogilvie Flour Mills Company, however, while denying its liability for loss sustained by owners of grain stored in its elevator at the time of the accident, nevertheless expressed its willingness to settle all claims, provided legislation was passed making all elevator companies responsible for all loss to grain stored in such elevators.

POWELL GOES TO OMAHA.

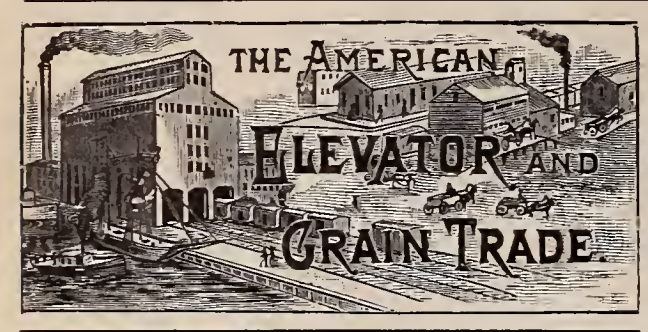
Secretary McVann has announced the appointment, and its acceptance, of Geo. Powell of Chicago to be chief grain inspector at Omaha to succeed W. F. Heyl, resigned.

Mr. Powell has been for six years chief clerk in the office of the grain inspection department of Illinois, with headquarters at Chicago, and for fifteen years prior to that was track inspector and chief inspector for the Peoria Board of Trade.

Mr. Powell's term began at Omaha on July 1, and Mr. McVann says: "He will thoroughly reorganize the Omaha inspection and weighing department and put it on a basis which will make our inspection and weight certificates above suspicion in any market of the world. It is one of the really important steps since the organization of the Grain Exchange."

The Santa Fe on July 3 announced a cut of 1¼ cents on grain shipped from any point on its system and also applying on export shipments to Galveston.

On the initiative of John Hill of the Chicago Board of Trade, State's Attorney Healy announces he will investigate the charge that the Armour Elevator Co. is violating the injunction of the Superior Court restraining the company from storing its grain in its own elevator, which is operated as a public elevator.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., JULY 15, 1906.

Official Paper of the Illinois Grain Dealers' Association.

"THREE OR BETTER" IN OHIO.

Ohio dealers are still at sea, trying to square themselves with the "3 or better" proposition. At the 1905 convention the question was, how to get credit for the good grain shipped on a "3 or better" contract; this year it was how to get credit for the full value of the off-grades.

Well, there is an old saying that a wise man is one who never makes the same mistake twice; but there are habitual "3 or better" shippers whom one would hesitate to characterize as unwise. Yet such a shipper deliberately throws away the premium on his best grain by selling it as "3"; and by permitting his consignee to name, without public bidding, the value of the off-grades he loses out at that end. Selling "3 or better" is the easy way of dealing in grain; and if a man must have ease as a condition of happiness, he should not expect the maximum of profit also. Nature and man do not ordinarily distribute their rewards of merit in that way.

But why not compromise? In every market, fortunately for the grain business, there still exist commission firms of high standing, those faithful conservators of all markets and shippers' rights therein, who stand ready to help shippers out of the trouble indicated. What is to prevent a shipper from selling "3" flat, if he wants to, with the specification that the "2" and the off-grades shall be sold by his commission merchant at their actual value, the differences to be applied where they belong?

It is asking too much of human nature to expect the buyer on a "3 or better" contract to voluntarily give up his double advantage, such as that contract gives him; the seller must look out for himself, and he can do that only by calling in the aid of the commission man—long and earnest talks annually in convention on the ethics of the problem will be interesting only until the millennium comes to make them practicalities.

MAY CHECK A TENDENCY.

It is to be hoped that the new rate bill and the general withdrawal of the elevator-allowances abuse will in some degree check the past tendency of the grain trade in the country to concentrate in the hands of the line elevator companies. That tendency was not wholesome; and having been fostered in the past wholly by the "pulls" the big companies have had with the carriers, the system itself has become a destructive force. When Professor Boss told the Tri-State dealers that—

> I have often conversed with the buyers at country elevators and find them very little better informed on the matter of grades, quality and rules for buying, than are the farmers from whom they buy. They are not in position to gain the goodwill of the sellers nor to establish confidence in their ability to buy and sell grain—

he had in mind the cheap employes of the line companies, who can hardly be expected to know much—at the price and stand the shrinkage; nor can they be expected to take that interest in the farmer and his production of more and better grain and to maintain friendly and just relations with the farmers that a dealer would who himself has a personal stake in the country in the shape of an elevator, and hopes, as he expects, to be a permanent buyer at a given station.

Now that the day of the "square deal" has apparently returned to stay (at least, until the lawyers invent other devious ways of evading the laws), there is hope that the independent dealer will again take courage and come into his own—bringing with him that sense of the permanency of the grain trade that pretty generally pervaded the surplus grain states before the railways began peddling their favors, so generous to the few and so deadly to the many.

STILL DELAYED.

The uniform bill of lading is still an open matter, the joint committee having delayed any settlement they might have arrived at until the disposition by Congress of the Hepburn and the Bill of Lading bills. As the first, though now a law, does not seem to cover the disputed ground, and as the latter failed of enactment, the committee will resume its efforts to make a bill satisfactory to both shippers and carriers.

While the faithful reader of these columns has not been permitted to forget the importance to the grain trade in particular, and to commerce and trade in general, of a satisfactory uniform bill, nevertheless, he will be interested in the able address by Mr. Pierson of New York to the Virginia bankers on June 15—one of a number of addresses on the same topic made by bankers to similar meetings in various states. It would be, indeed, difficult, after reading this address, to imagine a more crushing blow to commerce and trade than the promulgation and enforcement of the non-negotiable, no-liability bill proposed by the carriers, unless we were to imagine the railroads themselves torn up and thrown into the sea.

Friends of a rational uniform bill are hopeful that the carriers will appreciate the present attitude of the public and agree to a proper bill of lading to be universal in its application; and in truth the railroad representatives must be wholly sinsensible to public opinion and to their own interests as the guardians of corporate property if they continue to stubbornly resist the reasonable demands of shippers in this matter as they have in the past. .

"THE GRAIN TRUST NEXT."

This is the slogan with which the country press of the Northwest greeted Senator La Follette's resolution directing the Commerce Commission to investigate the relations of the line elevator companies and the railroads. Like many other war cries, it is a partisan one; but for that reason it expresses the certain degree of friction that has existed between grain growers and the line companies as represented by hired men scarcely more friendly as a body to their employers than their patrons.

This investigation will begin at once, the first step being a written enquiry, the Commission issuing a series of questions to be answered in writing by every railroad even remotely related to the grain carrying and storing business. These replies will be tabulated during the summer and in September or October the Commission will proceed to take oral testimony.

Such an inquiry a year or so ago might have awakened interest; but it is not a habit of American business men to devote much time to the making of historical data; for at this time an enquiry predicated on Senator La Follette's statement of the facts, except from a purely historical standpoint, is an anachronism. With the enforcement of the Elkins and the Hepburn laws, the claws of the line company have been clipped. Take away its rebates and its allowances and no one fears it. It can no longer destroy permanently, as it did in the past, the wide-awake and capable independent dealers without sacrificing its own capital or profits or both. It no longer has the carrier to fall back on to recoup it for the losses it might sustain in strangling the carriers' other patrons, nor can it use its illicit privileges to smother competition. It stands now on its own feet and must work out its own salvation unaided and alone, just like other honest folk, than whom it has no more rights or favors—under the law.

DEALERS AND FARMERS.

Prof. Andrew Boss of Minnesota made a suggestion to the Tri-State Association at its last annual meeting that is worth a second reading and further ratiocination. It will be found by the reader in the paragraphs printed at the head of the second column on page 659 of the June number of this paper.

The relations of grain dealers and farmers should be intimate and familiar, as become parts of the systematic production of grain; for the dealer is as much a producer as the farmer himself, the economical process of "production" ending only when the grain is delivered to the consumer in proper form for consumption. But the first essential to that proper intimacy between dealer and farmer is a familiar

and working understanding by the dealer of the technical details of his part of this productive process, and also, in part, of that of the farmer himself. Ignorance never commands respect or confidence; and a dealer who is of the type pictured by Prof. Boss becomes in the farmer's eyes a mere parasite, or the hired representative of a bigger one—a drag on the economies of the system and therefore an enemy, or, at least, a burden, to be gotten rid of. He is the influence that creates that "armed truce" or open state of warfare that exists in so many parts of the country and which is at the bottom of the unrest seen among farmers in some places.

Dealers who are true to themselves and to the trade, we say it again and with emphasis, should think often and seriously and fairly of their relations and duty to their patrons.

NATIONAL ARBITRATION COMMITTEE.

The Grain Dealers' National Association has been again fortunate in obtaining the consent of the members of the arbitration of 1905-1906 to serve another year, namely: Warren T. McCray of Kentland, Ind., chairman; Adolph Gerstenberg of Chicago and Charles B. Jenkins of Ohio.

As Mr. Gerstenberg said, on making the committee's report to the National convention in June, the work of the committee, for their part, is a "labor of love"—the voluntary assumption of a duty, both burdensome and exacting; but the committee have shirked no part of the burdens laid upon them.

And they may have the satisfaction now in knowing that no inconsiderable influence working for its preservation and conducing to the revival of interest in the National Association in the past year was the assurance the membership had that the committee's business experience and technical knowledge, their personal integrity and their disposition to be just under all circumstances, would be available for the adjustment of differences between members. This "peace of mind that passeth understanding" is a valuable asset, for which the members are indebted only to this committee.

CHAOS AT KANSAS CITY.

The testimony taken at Kansas City in the action of certain line elevator companies and others to destroy the Kansas State Inspection Bureau, discloses a condition of things in that market that is scarcely credible. The Board of Trade's supervision of weights apparently does not supervise. Overseers do not attend to their business except in a perfunctory manner; and certainly a king-bolt of the mechanism of the market must be wrong when it is possible for shippers to change wholly or to sophisticate grain after it has been loaded out of an elevator and been duly inspected and certificates issued.

The Board of Trade announces that an investigation will be made. It is high time; the market needs it. And while the investigators are at work on the visible problems disclosed by the testimony referred to, why not probe into the question whether the market is not being unduly influenced by the line elevator companies making that market headquarters? Mr. Goffe told the National Association that the independent dealer is going from the Southwest, his place being taken by the farmers' company and the line company. Why should this be so? Certainly it is not a natural tendency, but must have its origin in a condition at the terminals or the influence of the carriers. Now that the new rate bill is going to give the independent dealer a chance with the carriers, the grain exchanges, notably that of Kansas City, should do their part to put him on an equality with his not always fair competitor with a terminal elevator.

INSPECTORS INSPECTED?

The showing made by Chicago inspectors, who, as will be seen by Mr. Lloyd's letter elsewhere, have increased the proportion of contract corn arriving at Chicago in May-June from 7 per cent of the total amount in 1903 to 53 per cent in 1906 and of oats from 7 per cent in 1903 to 43 per cent in 1906, gives color to the proposition made to the Indiana Association to put "check" inspectors into the markets patronized by those dealers. It is not at all likely that the grain coming into Chicago was so much better in May-June of 1906 than of 1903 that, inspected on its merits, it would show so great a difference in the "aggravate" volume of contract stuff. There has, in fact, been a change of inspectors at Chicago since 1903.

However justified by such a showing the Indiana people may have been in their surmises of the unfairness of inspection in general, one cannot but sympathize with Inspectors Shanahan and Culver, who replied with some degree of warmth that if shippers would take more care to prepare their grain to grade high, more of it would so grade.

At any rate, anything like a systematic check on inspection at any market of respectable proportions would entail an expense entirely disproportionate to the resources of any association; and a much more inexpensive way for getting one's own would be to prepare the grain at home to grade as desired on the market to which it is shipped. Then, should there be repeated failures to so grade, the shipper should change his market or consign to have the grain sold on its merits—there are always buyers who will pay what grain is worth irrespective of any grade tag put upon it.

PROSECUTING CLAIMS.

Nothing impresses an auditor at a grain dealers' convention more than the supposition, which seems to be quite prevalent, that the carrier may arbitrarily, and at the same time lawfully, reject claims for damages; and, that from such decision of the carrier there is no redress. Now, as has often been said in these columns, nothing can be further from the truth; but—

How can a shipper expect to make good a claim, say for a shortage, who does not weigh his grain into the car and cannot know how much he has loaded? It is a fact that at least 40 per cent of the grain shippers, of the corn states at least, have no loading scales at all; and it is the commonest of inquiries at the weighing offices at terminals, by shippers notified of a leak, "How much do you think the car lost by the leak?" expecting to base a claim for shortage on the weighman's guess, should he perchance vouchsafe such a guess.

At the risk of being tiresome, for it is an old, old story, worn threadbare, one may ask reference to the penultimate paragraph of Mr. Files' paper on another page, where he urges shippers to "use care in preparing your papers" when making a claim. The carriers are responsible; but they are not required to pay a loss, the claim for which is not substantiated by evidential documents, much less one based on no other evidence than a guess.

WHAT IS COMING.

The weather has been with the corn grower in most parts of the belt this season; and so too has the corn expert, both the agents of the corn growers' associations and those of the experiment stations in the corn states. Both influences now promise an immense crop of corn, if the weather disposer continues his good offices. First, then, we will see bigger crops of corn; then better corn; and finally there will be a renewed demand that grain shall be bought "on its merits." This will be the logical issue of the expert corn producer's program, and it will not be an unreasonable one. It is, perhaps, early yet for corn buyers to prepare to meet that demand; but that it will come sooner or later is as certain as the annual return of seed time and harvest upon the earth.

NATIONAL INSPECTION A FACT.

The Hansborough amendment to the agricultural appropriation bill, creating government grain "inspection laboratories," has become law; and the Department of Agriculture is now authorized "to fix definite grades" and "to issue inspection certificates on request of the consignor or consignee of any grain entering into interstate or foreign commerce."

It is understood that the department will begin its execution of this law by opening "laboratories" at several of the chief points of export in the near future; and it is not expecting too much that before long consignees abroad, at least, will create a demand for these laboratories' certificates. How soon that demand will become imperative will, of course, depend on the character of the grades and the inspection established as well as the strength of the influences in the trade to maintain the terms of present export contracts as to "inspection final." Grades of fair average quality, guaranteed uniform at all out-ports by the Government, would greatly strengthen our export grain trade beyond doubt, however much trash and screenings might remain on this side; and a few years'—perhaps a few months'—experience will certainly have its influence upon the inspection in all markets, tending rapidly toward the uniformity in both definition and practice which the trade is now beginning to recognize as desirable. The new law will hasten uniformity and do it without the Department's meddling with existing exchange and state inspection departments if the exchanges so elect.

Editorial Mention.

Don't merely talk harmony: be harmonious.

Is your house cleaned up and in a complete state of repair? A primary element of success is preparedness.

There will be business enough for all this season unless the signs fail; so don't covet thy neighbor's trade, whether it be big or little.

How much will the free alcohol bill help corn? Nobody knows, of course; but its dollars to the holes in the doughnuts, it won't hurt corn any.

E. J. Smiley, secretary, Topeka, has issued his Official List of the Regular Grain Dealers of Kansas, revised to July 1, 1906. The price is $1.

The problem of disposing of the off-grades and getting the premium on the top grade is a personal one to be settled only by the exercise of good judgment and business gumption.

Elevator building in South Dakota is the best evidence that is needed to establish the continued prosperity of that state, which in the past five years has erected nearly 1,000 new houses.

A local paper said Judge Ray delivered a "convincing" address on how to control the price of farm products. The Judge in that case ought to break out of the northern woods and "show" the rest of us.

St. Louis is again discussing the double standard wheat rule; but appearances would seem to point to a continuance of the rule, at least through the present crop season, to give it a fair trial on its merits.

King & Co. of Toledo think the Grain Dealers' National and National Hay Associations should merge. They used to think so themselves but not very hard; and have finally "forgotten it." And perhaps it's just as well.

The suggestions by Dudley M. Irwin to barley buyers, printed on another page, which arrived just too late to appear in the June number, are not out-of-date even now; and should be republished in the local papers of the barley area.

Are your scales in good order: cleaned, tested and well-foundationed? If you can't answer in the affirmative, how do you know whether you are robbing your patron or yourself? And do you think the uncertainty fair to yourself or your patron?

The bad feeling existing in St. Louis over the inspection of out grain especially came to a head the other day in a fist fight between an out-of-town miller and the superintendent of a certain St. Louis elevator, both of whom may be disciplined by the Exchange. It amused the bystanders, but does not appear to have had any considerable influence on the subsequent inspection of wheat.

New wheat is grading "way up" at Chicago, 146 out of 159 cars, on July 9, having graded No. 2, while five cars of red and one of hard actually graded No. 1. It is only a short time ago, as Pope & Eckhart Company reminds us, that the crop experts had all the stuff "winter killed" and so on. Such is the crop expert.

A certain farmers' elevator in Minnesota had been "shinning along" precariously for several years just dodging bankruptcy; but last year it came to an agreement with its competitors as to prices, and since then has made some money. But we fail to hear any longer the old-time howl of "combine" on that account at Redwood Falls.

The Wisconsin Railroad Commission has directed the Wisconsin Central Railroad to supply cars of the dimensions ordered by shippers and to cease making a charge for a minimum greater than can be loaded. This is a new ruling, we believe, but it is a reasonable one, within limits, and if generally followed will put a stop to the present tendency of the railways to abandon the use of cars of moderate capacity as fast as present rolling stock of that class is retired as worn out.

The suit of Gregory, Cook & Co. against the Wisconsin Grain Commission, in which the complainants sought to establish the unconstitutionality of the law creating the Commission, has failed, the court at Ashland holding the law valid. Whatever the merits or demerits of the Wisconsin law, it is too late now to attack fundamentally such a law: the principle of control is too popular and too firmly seated in the public mind to be casually overthrown on complaint that it is uncomfortable or annoying.

As a rule, all a hay man has to do to escape the wiles of the wild-cat buyer of hay is to pay $5 for association dues and "ask the man," Secretary Goodrich, about the cat; nevertheless there are always to be found hay shippers who find it cheaper to go it alone and be swindled out of a car or so of hay every little while than to put up the nominal dues to the association or to cultivate the habit of trading with men known to be honest. Well, as the old lady said, who liked her limberger with onions, "It's just as one's been raised."

The attorney-general of Washington has advised the Railroad Commission of that state that in his opinion the Commission has power to make and enforce a ruling requiring railways to pay reciprocal demurrage for delay in furnishing equipment to shippers. The law of give and take, he says, "is as necessary and as applicable between the people and the railroads as it is anywhere else in the world." Reciprocal demurrage is the Golden Rule applied to commerce; and while several states have put the rule into their statutory law under the title of an Act for reciprocal demurrage, Mr. Atkinson seems to believe and hold that the Washington Commission is empowered under the act creating the Commission to enforce such a ruling as one naturally existing. This certainly is a broad view, to say the least.

The Omaha Grain Exchange has employed George Powell of Chicago to reorganize the inspection and weighing department there; and will expect him to put an end to the complaints about both branches of the service that have been common in the immediate past.

Again the Chicago Board of Trade has established the principle of ownership in its quotations—this time in the Federal Court of Appeals at St. Paul in the case of McDermott Commission Company of Kansas City. Nevertheless the bucket shop goes on and on, robbing "speculators" in the country towns whose local press "supports" the "local institution" and damns the regular exchanges as gambling shops of the "big kind." Bucket-shopping will never cease to milk the gullible until the government prohibits its existence.

The Appellate Court of Illinois has affirmed a judgment of the La Salle County Circuit Court for $1,250 damages in favor of Sauer & Son, grain dealers at Dana, against the Santa Fe road, which had failed to supply cars for the shipment of grains as demanded. This ruling is in line with the decisions of neighboring states on the same question; and indicates very clearly that when a shipper has a case, and has his data in shape to establish the actual damages he has sustained by the carrier's failure to provide cars as demanded, he can recover his losses.

Rebates will become very unpopular if Federal judges continue in the unfeeling attitude of Judge Landis of Chicago, who hit the C. & A. and its vice-presidents for $60,000 fines for rebates to a firm of Kansas City packers. The rebate was paid the packers at the rate of $1 per car, ostensibly for the privilege to the carrier, graciously granted by the packers, to use the packers' switch to haul out the packers' own stuff to the main track; just as other roads have been paying elevator men 1¼c per cwt. allowance for unloading and loading their own grain into or out of their own houses!

Now that the entering wedge of national grain inspection has been driven, and a grain trade association like that of Indiana has begun to demand uniform inspection, is it not about time for the exchanges to come down from their lofty attitude on this question and take it up seriously? Whether they like it or no, the public grain exchanges must face the fact that the cash grain side of their business, so long neglected in the interests of speculators and scalpers who don't see a bushel of grain a year, even on the sample tables, must be taken care of better than it has been. The speculator has his legitimate function in the market; but the marketing of the grain is the thing for all that. The vagaries of inspection are becoming intolerable to the trade, and it is the duty of the exchanges to remedy them and at once. And a return to uniformity in the methods of handling the actual grain would restore that confidence

in the integrity of the speculative market, the absence of which is probably the chief cause of the present neglect of grain by the speculating public, who prefer the definite character of lithographs to the uncertainties of the grain tendered on contract certificates.

It is not, of course, claimed that the press of any trade "knows it all." But it is not certain either, that any member of any trade "knows it all." Trade papers, however, collect and publish more things that some people don't know that those same people would ever find out without a trade paper. It is sometimes hard to tell just how a trade paper does get all its information, but that grain shipper does not exist to whom the poorest trade paper published will not give value received—if he will but read the paper. It especially makes a hard working editor tired, especially one of a grain trade paper, to be told, "I don't have time to read the trade papers." It doesn't take long to size up such a man.

It is said the freight officials of the M. & St. L. road in South Dakota are going to build all the elevators needed on that extension of their road; but whether they are to be operated by these officials or by personal lessees does not appear clear from the information at hand. Unless the railway is prepared to make public elevators of these station houses it will do the wise thing in letting the work of providing all these houses go to the regular dealers. It is now provided by law that the assembling of grain and the operating of the elevators at country stations is not the carrier's business. If it is desirable for the railways to retain public confidence in their management, the less their officials in a private capacity invade the grain business the better for the companies.

The most satisfactory summary of the rate bill and what it will do is perhaps that of Commerce Commissioner Prouty, who is not so positive as some that the rate-making power has been conferred by the law on the Commission. This fact, he says, in the Review of Reviews, "can only be positively affirmed after the courts have passed upon that question." However, even if the bill, as revised by the conference, does not confer that power, much has been gained by it. The new law reverses the old order by making the railroads the appellants from the Commission's orders; it simplifies the expensive records necessary in case of appeal to the courts; it puts a check on injunctions on the petition of the carriers by requiring five days' notice to the Commission; and it in other ways facilitates the obtaining of final decisions by the courts. Of course, if the power to make rates is conferred, the ability of the Commission to correct abuses will be enormous. But the Commissioner finds nothing in the law to prevent discrimination between communities or commodities, but he thinks that the power of the Commission over such devices as elevator allowances and private switch allowances is ample to prohibit such payments. In a few words, he summarizes what the law will accomplish under three main heads: Rates will from this time on decline instead of advance; rebates and concessions will cease; but discriminations between localities will continue and will be the chief source of complaint for the future; and until the waterways are closed up, he sees no way to avoid this condition. In short, the bill, he says, "is more significant in its passage than in its provisions."

The investigating committee of the Pennsylvania Railroad Company stockholders, in their report, have laid down a safe principle which will commend itself to the public as well as to honorable railroad men who operate their properties for the benefit of their stockholders and the public and not solely for the profit of themselves and friends. The committee say:

> It is essential that all officers and employes should be absolutely free to discharge their duties impartially. Applying this principle to the coal trade as an illustration, the keen competition of to-day requires every officer and employe of the Pennsylvania Railroad Company to part with any investments which he has in the shares of any coal producing company, and also to part with any interest which he has in or with any firm or individual mining coal, on any of the lines of the Pennsylvania Railroad system.

This is an impregnable principle which the company is working out in practice; and as the committee itself declares, "it does not need the authority of either a statute of the state or a by-law of the company" to make it evident that an employe should not put himself under personal obligations that may interfere with "full and faithful discharge of his plain duty." And those railway people who in our own West and in Canada are now getting ready to go into the grain business on their own account may well think twice of the anomalous position in which they may place themselves in the eyes of the public if they continue to hold office as railroad

The Keep Commission report is very severe on the manner of making the crop report, in the compilation of which it finds no less than 85,000 people are directly engaged. This vast army of correspondents and agents of all kinds the Commission finds a source of weakness and not of strength. Indiscriminately selected, imperfectly trained and carelessly supervised, accuracy would be better served by cutting off the list the 12,000 township correspondents and the 20,000 farmers and trusting to trained men carefully picked, paid adequately and given the best opportunities for investigation and observation. "Ten thousand men can make a more effective count of the objects in a large area than ten, but there is no reason," the Commission say, "why their guess or estimate without an actual enumeration should be even so good as that of the ten, if the ten happen to be experts" at that sort of thing. The Keep report riddles also the report of the crop committee of the National Board of Trade of two years or more ago, which laughed out of court the census bureau report on the crop yield of 1900, by pointing out that the census bureau reported in some 102 counties more farm lands than there were acres in the entire county. The Keep report says that in only nine of these 102 counties clerical blunders caused this absurd showing, the other 93 cases of apparent error being readily accounted for or explained. In spite of these blunders, however, the census report is approved in preference to the final crop report of yield for the reason that it had the benefit of better editing at Washington. In short, the Keep report raises officially the question whether the crop report as now compiled is really worth while. Compared with the census estimate of 1900, the crop report was a bull document on the 1900 crop, being an underestimate of the crop by 22 per cent on corn, 17 per cent on wheat, 16 per cent on oats and 39 per cent on barley; only on rye and buckwheat did it arrive at anywhere near a correct estimate. "Estimates are valuable for just what they are; but," says the New York Evening Post, "in the light of the Keep report, it will not be possible, for a long time to come, for the public to swallow them as in any sense of authority equal or even comparable to those often unappreciated monuments of application, the census volumes."

At a little meeting of railway claim agents recently held at Cincinnati a delegate from Illinois became somewhat garrulous (for a claim agent) and expressed his mind on the behavior of certain freight train conductors who during grain shipping season indulge themselves in the practice of selling empties. He said:

> When cars get scarce, wise shippers know a way to get them. A way freight is sent out along the line with perhaps thirty empties, which are consigned to some point a couple of hundred miles down the road. In that distance are fifty farmers who are waiting for cars. When the freight pulls in at a siding, the wise farmer is waiting. As soon as he catches sight of the conductor he holds up three fingers, to signify he wants three cars. The conductor nods, meaning that he has them. Then the shipper holds up two fingers, which conveys the intelligence to the conductor that he will pay a bonus of $2 per car. Now the conductor has his orders to take his thirty empties through to some specific point. He cannot cut out three of them without disobeying instructions. So he hits upon the clever expedient of marking the three cars "bad order," and sets them on the siding. They are loaded by the shipper; a man comes along the next day and makes a superficial examination and "O. K.'s" the repair report, and off go the cars to destination. Sometimes we have come across cases where station agents stand in with the conductors and wire along the line to watch for spotters at certain points. There are many ways of making a dollar when one knows how. But the modern claim agent has them all spotted.

This is very interesting. Some people had begun to think that, like the immaculate "Pennsy's" system of coal car distribution, perhaps this sort of grain car distribution might be considered legitimate railroading; and the claim agent aforesaid should have completed his story by telling his auditors how many of that kind of conductors and station agents have been bounced since the claim agent "had them spotted." On the Pennsy the system was so complete that the sign might as well have been hung out, "No orders attended to unless accompanied by the proper bribe." But now that the men who worked the graft system on coal men on Mr. Cassatt's road have been made force into decency, there is hope that the conductor discovered by the Illinois claim agent will either have his fingers clipped or his talents directed into other channels of industry.

TRADE NOTES

The plant of the Marseilles Manufacturing Company at Marseilles, Ill., is now running full time, with a large number of orders on hand.

The Goeman Grain Co., Toledo, Ohio, have ordered an Ellis Dryer from the Macdonald Engineering Co., Chicago, to be installed in their Mansfield, Ohio, elevator. It will be housed in separate concrete building and have a capacity of 2,500 bushels.

The H. C. Knoke Co., Chicago, have installed an Ellis Dryer in their plant at Superior and Halsted streets for drying peas. This is one of the smaller sizes supplied by the Macdonald Engineering Co., with capacity of 1,000 bushels per day.

C. D. Holbrook & Co. of Minneapolis, Minn., has recently taken an additional room for carrying larger stocks of Callahan Gas and Gasoline Engines, elevator buckets and specialties, and is supplying orders to the trade with even greater promptness than heretofore.

The B. S. Constant Co. of Bloomington, Ill., has been making unusually large sales of their B. S. C. Chain Feeder and Conveyor and United States Corn Sheller. Both of these machines have a high place in the regard of grain elevator men and consequent large sales.

We call attention this month to the new advertisement of the Midland Machinery Co. of Minneapolis, Minn. This firm has made rapid strides during the past few years and their goods are known and appreciated through the Central and Northwestern territory wherever grain is handled.

Sprout, Waldron & Co. of Muncy, Pa., have lately opened an office at 1616 Chestnut Street, St. Louis, Mo., with A. T. Sheward as manager. The firm's business in the territory tributary to St. Louis is growing rapidly and the new office will facilitate the handling of orders and contracts.

One of the best selling car movers now on the market is the "Atlas," manufactured by the Appleton Car Mover Co. of Appleton, Wis. It has been introduced very largely to the trade recently at grain dealers' conventions by J. T. Baucom and dealers have been quick to appreciate its merits.

The J. L. Owens Company of Minneapolis, Minn., has a very popular machine in its Minneapolis Cleaner for grain or flax, and the principles on which the machine works are specially adapted to this class of cleaner. They report unusually large sales for their machine the past months.

There were over 500 Evans Wagon Dumps sold during the year 1905 and Moulton & Evans, Minneapolis, Minn., manufacturers of the dump, expect to break that record this year. The dump has automatic locking device and is made of best materials throughout, giving unusual strength and durability.

The Philip Smith Co. of Sidney, Ohio, manufacturers of corn shellers, corn cleaners and grain elevator machinery, have added to their lines of machinery by a two-cylinder air-cooled gas engine. The engine has just been placed on the market, the first one being sold to ruu McAninch & Son's new elevator at Climax, Ohio.

The Weller Manufacturing Company, 118-126 E. North Avenue, Chicago, is enjoying a great increase in the volume of its business. It is a live, up-to-date company, and has recently installed thousands of dollars' worth of new machinery, which give to it much greater capacity and added facilities for manufacturing all kinds of modern grain elevator apparatus, as well as its extensive line of elevating, conveying and power transmitting machinery. Its rapidly increasing trade has compelled the company to enlarge its plant, which will enable it to give to its customers every advantage in the matter of prompt service in handling orders. These signs of prosperity speak well for the future business of the company.

Grain men in all parts of the country have been showing their appreciation of H. L. Day's Dust Collecting System of Minneapolis, Minn., by orders this season. This system is well known to the trade and popular on account of its reliability and from the fact that its installation lessens the fire hazard and materially reduces the insurance rate.

J. R. Detwiler, manager Chicago branch at 310 Dearborn Street of the American Grain Meter Co. of Springfield, Ohio, gives very flattering reports of sales of their automatic scale. Randolph Coleman, now at Kansas City, sends reports of sale of one scale a day in that territory, and the Minneapolis office made a recent record of one dozen sales in ten days.

The Joseph Dixon Crucible Company, Jersey City, N. J., have issued in pamphlet form the series of articles on "Unions for Steam Pipes," by W. H. Wakeman, which have appeared in the company's house organ, Graphite. The pamphlet contains 24 pages and is an illustrated description of several varieties of unions, with valuable suggestions for the engineer and steam fitter. A copy will be sent free of charge to anyone interested in the subject.

The experience of a prominent breeder of Hereford cattle near Attica, Ind., may prove of interest to others beside persons directly engaged in feeding live stock. This gentleman for a number of years has fed ground feed to all the cattle on his home place, doing his grinding on a Bowsher "Combination" belt power mill. Last winter he had occasion to feed one hundred head of cattle at a farm some twenty miles distant from the home place, and he attempted to do it on whole grain. He writes that he fed 2,500 bushels of ear corn with practically no gain. He then put a Bowsher mill on this distant farm and had a gain of 185 pounds per steer in the next 45 days. The buying of the mill was put off until April, and his experience is a pretty conclusive evidence of the value of ground feed. This information comes to us through the N. P. Bowsher Co., South Bend, Ind., who say they can furnish the address of the gentleman if any of our readers care to have it.

The increasing importance of the Southern and Southwestern trade, owing to the rapid development of those sections of the country, has led to the establishment of a branch office in St. Louis by the energetic and well-known Weller Manufacturing Company, of Chicago, manufacturers of grain elevator, oil mill and general elevating and conveying machinery. While the company has for years been an important factor in the machinery trade throughout the territory mentioned, and has many well-established agencies, it is the company's intention to give this field more attention than ever before. It is anticipated that the establishment of a direct branch office, giving its undivided attention to the particular requirements of the South and Southwest, will be appreciated by the trade throughout those sections and lead to a material increase in the company's business. The new office is located in the Fullerton Building, Seventh and Pine Streets, in the heart of the business district, and a cordial invitation is extended to the Weller Manufacturing Company's friends and customers to make their headquarters while visiting St. Louis.

N. A. Grabill, the well-known elevator builder of Daleville, Ind., writing under date of July 11, says: "Thrashing is going on here. Wheat is making an excellent yield. The least I have heard of is 20 bushels per acre, the highest 51¼ bushels. The grain simply is fine and tests from 53 to 69 pounds per measured bushel. Corn is looking very well and oats will make nearly a full average crop. All oats that were put in properly will make a splendid yield. We are needing rain at present."

MICHIGAN FARM PRODUCTS SHIPPERS' ASSOCIATION.

The annual meeting of this Association was held at Jackson, Mich., on July 9. The attendance was not large. The Association, according to the secretary's report, has 294 members, of whom 98 are grain dealers.

After a discussion of the reciprocal demurrage question, it was ordered that an attorney be employed to draft a bill to be presented to the legislature at its next session. Meantime the secretary was directed to try to bring the secretaries of the different shippers' associations of the state together to confer with the Michigan Car Association to adjust the demurrage matter amicably.

The claim bureau of the Association reported having been able to collect claims which the roads had refused to pay when individuals put in the claims.

Albert Dickinson Co. was charged with doing a scooping business in Michigan on beans, and a committee was appointed to wait on the company in that regard.

The following officers were elected for the ensuing year: For president, C. E. Noyes, Jackson; vice-president, W. J. Orr, Bayport; directors, E. L. Richmond, Pontiac; F. E. Nowlin, Albion; D. Mansfield, Remus; C. Breisch, Lansing; Edw. Finley, Hartford.

TROUBLES AND TRIUMPH OF ZAHM'S BEAR.



Hit by State Reports.—The Kentucky "bomb" first struck him; then the Ohio, followed by Missouri and Kansas. What will the Gov't "shell" do Monday?—June 9.



Almost!—June 23.



Bumping the Bumps.—That's what the bulls have been doing. Wonder if the bear will get any "bumps" soon?—J. F. Zahm & Co.'s Circular, July 7.

Employes of seven grain elevators in the Calumet district of Chicago struck on July 9 for an increase of wages from 28 cents and 32 cents per hour to 35 cents. About 300 men went out.

Illinois grain dealers in Coles, Edgar and Clark counties have organized a local association affiliated with the state association. Willis Brinkerhoff is president and C. H. Wade secretary.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of June, 1906:

BALTIMORE—Reported by H. A. Wroth, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1906.	1905.	1906.	1905.
Wheat, bushels	54,598	101,307	143,411	
Corn, bushels	638,850	296,879	341,870	364,322
Oats, bushels	382,911	274,172	210	46,223
Barley, bushels				
Rye, bushels	11,825	6,804	42,856	
Timotby Seed, lbs		2,164		2,164
Clover Seed, lbs		500		
Hay, tons	5,609	5,040	2,238	1,552
Flour, bbls	188,460	109,873	73,940	52,783
Mill feed, tons				

BOSTON—Reported by Daniel D. Morss, secretary of the Chamber of Commerce.

Flour, bbls	139,562	100,406	69,328	26,110
Wheat, bushels	1,134,348	56,399	982,103	139,661
Corn, bushels	55,664	610,329	22,109	716,275
Oats, bushels	346,230	406,181	51,697	41,695
Rye, busbels	1,875	3,000		
Barley, bushels	1,450	100	9,857	
Flax Seed, bushels				
Mill Feed, tons	1,231	874	52	72
Cornmeal, bbls	2,660	955	709	888
Oatmeal, bbls	8,414	4,784	4,413	1,545
Oatmeal, sacks	3,275	1,446	8,089	1,420
Hay, tons	18,030	14,470	405	80

BUFFALO—Reported by F. Howard Mason, secretary of the Chamber of Commerce. Opening April 17 to 30.

Wbeat, bushels	2 268,703	1,929,449		
Corn, bushels	4,226,576	5,645,780		
Oats, bushels	4,743,838	2,730,110		
Barley, bushels	422,360	490,000		
Rye, bushels	97,000			
Timothy Seed, lbs				
Clover Seed, lbs				
Other Grass Seed, lbs				
Flax Seed, bushels	532,000	843,698		
Broom Corn, lbs				
Hay, tons				
Flour, bbls	974,923	704,803		

Canal did not open until May 2.

CHICAGO—Reported by Geo. F. Stone, secretary of the Board of Trade.

Wheat, busbels	356,704	182,000	872,562	931,979
Corn, bushels	14,764,109	12,026,400	10,610,634	11,196,063
Oats, bushels	7,034,298	6,312,574	5,453,331	4,677,719
Barley, bushels	1,114,479	1,425,102	112,045	132,072
Rye, bushels	42,858	70,000	105,846	44,985
Timothy Seed, lbs	1,120,865	560,535	189,080	100,610
Clover Seed, lbs	2,160	84,200	58,594	55,456
Other Grass Seed, lbs	1,284,676	505,365	637,615	310,092
Flax Seed, bushels	46.243	126,720	47,955	12,022
Broom Corn, lbs	681,627	703,500	249,730	154.920
Hay, tons	29,249	22,500	5,452	1,061
Flour, bbls	617,087	509,061	492,228	330,665

CINCINNATI—Reported by C. B. Murray, superintendent of the Cbamber of Commerce.

Wheat, bushels	230,372	87,398	221,434	97,700
Corn, hushels	921,030	741,474	637,988	295,022
Oats, bushels	546,678	505,406	282,718	379,469
Barley, bushels	15,000	37,000	50	
Malt, bushels	169,912	115,500	83,302	75,210
Rye, bushels	31,986	15,381	1,116	2,616
Timothy Seed, bags		73	176	245
Clover Seed, bags	641	52	480	309
Other Grass Seed, bags	8,885	5,649	7,322	5,887
Hay, tons	28,189	25,721	13,334	8,932
Flour, bbls	101,807	80,849	59,345	44,412

CLEVELAND—Reported by M. A. Havens, secretary of the Cbamber of Commerce.

Wheat, bushels	29,630	32,049	96,506	24,250
Corn, busbels	627,973	680,204	216,087	304,564
Oats, bushels	628,424	816,450	183,879	308,829
Barley, busbels	7,667	926	3,000	2,028
Flax Seed, bushels		1,800		
Hay, tons	4,925	5,184	726	719
Flour, tons	5,225	5,431	1,832	2,130

DETROIT—Reported by F. W. Waring, secretary of the Board of Trade.

Wbeat, busbels	191,224	74,545	13,550	7,237
Corn, bushels	731,271	449,785	50,850	24,497
Oats, bushels	231,045	215,358	41,600	
Barley, bushels	14,200			
Rye, busbels	16,519	5,235	20,211	
Flour, bbls	29,000	21,300	16,000	6,880

DULUTH—Reported by H. B. Moore, secretary of the Board of Trade.

Wheat, bushels	982,845	242,681	1,583,890	1,271,578
Corn, bushels	57,439		686	2,278
Oats, bushels	589,005	139,171	2,310,280	1,183,814
Barley, bushels	126,467	74,636	113,146	104,984
Rye, busbels	8,268	1,437	31,096	47,835
Flax Seed, bushels	690,515	61,382	1,128,301	828,647
Flour, bbls	694,835	370,460	747,895	409,980

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade.

Wbeat, bushels	1,136,000	1,171,000	879,000	886,000
Corn, bushels	913,000	1,285,000	862,000	1,024,000
Oats, bushels	306,000	537,000	268,500	373,500
Barley, bushels	27,000	20,000	10,000	1,000
Rye, bushels	2,000	5,000	3,000	1,000
Bran, tons			1,965	2,340
Flax Seed, bushels	800	1,600	800	2,400
Hay, tons	7,380	7,480	2,860	1,940
Flour, bbls			75,400	79,600

MILWAUKEE—Reported by Wm. J. Langson, secretary of the Cbamber of Commerce.

Wheat, bushels	348,480	419,760	20,761	75,559
Corn, bushels	740,050	219,450	275,009	111,983
Oats, busbels	1,134,000	559,000	747,836	321,831
Barley, bushels	754,600	613,700	191,400	388,443
Rye, bushels	54,400	56,000	12,133	9,700
Timothy Seed, lbs	44,370	30,550	1,555,740	
Clover Seed, lbs	44,125		68,560	
Flax Seed, busbels	21,160	1,060		
Hay, tons	1,734	2,903	324	72
Flour, bbls	255,290	187,250	282,425	231.909

GALVESTON—Reported by C. McD. Robinson, chief inspector of the Cotton Exchange and Board of Trade.

Articles.	Receipts.		Shipments.	
	1906.	1905.	1906.	1905.
Wheat, bushels			32,640	
Corn, bushels				
Barley, bushels				

MINNEAPOLIS—Reported by L. T. Jamme, secretary of the Chamber of Commerce.

Wheat, bushels	4,348,140	4,089,380	1,105,900	1,591,180
Corn, bushels	363,830	200,490	155,470	67,380
Oats, bushels	2,200,910	1,929,640	1,649,280	445,580
Barley, bushels	640,070	500,890	618,370	195,400
Rye, bushels	50,090	34,880	30,940	16,200
Flax Seed, bushels	315,180	100,990	346,630	96,720
Hay, tons	2,577	2,020	20	50
Flour, bbls	16,563	19,855	1,025,116	921,296

MONTREAL—Reported by George Hadrill, secretary of the Board of Trade.

Wheat, bushels	1,647,789	2,186,485	1,431,903	2,415,397
Corn, bushels	1,177,256	752,147	1,185,079	507,736
Oats, bushels	1,167,126	741,173	962,998	684,427
Barley, busbels	175,973	164,232	420,192	154,423
Rye, bushels				
Flax Seed, bushels	67,983	488,356		474,710
Flour, barrels	65,574	176,553	171,079	231,271

NEW ORLEANS—Reported by H. S. Herring, secretary of the Board of Trade.

Wheat, bushels	8,000		36,330	
Corn, bushels	336,000	205,400	191,280	107,287
Oats, bushels	368,000	199,000	186,155	5,455
Barley, bushels				
Rough rice				
Clean rice pockets				
Hay, bales	68,328		3,490	
*Flour, bbls	40,382	32,995	49.940	38,610

*Tbrough consignments of flour for export not included in receipts.

NEW YORK—Reported by the secretary of the Produce Exchange.

Wheat, bushels	751,500	429,400	701,623	68,397
Corn, bushels	1,655,150	1,388,900	937,239	1,749,341
Oats, bushels	2,353,200	2,944,500	163,826	352,406
Barley, bushels	206,500	432,200	96,185	338,473
Rye, bushels	37,900		68,572	
Timothy Seed, bags			335	466
Clover Seed, bags	1,075		697	1,371
Other grass seed, bags				
Flax seed, bushels	463,600		765,298	
Broom corn, pounds				
			bales	
Hay, tons	40,110		56,788	32,645
Flour, barrels	498,200	354,751	245,595	165,798

OMAHA—Reported by Edward J. McVann, secretary of the Grain Exchange.

Wheat, bu	309,600	152,000	210,000	143,000
Corn, bu	2,305,600	1,065,000	1,742,000	1,074,000
Oats, hu	488,000	361,500	477,000	501,000
Barley, bu	1,000	2,000	2,000	
Rye, bu	4,000	2,000	14,000	1,000

PEORIA—Reported by R. C. Grier, secretary of the Board of Trade.

Wheat, busbels	33,300	28,000	11,700	4,800
Corn, bushels	905,300	1,037,000	622,600	627,000
Oats, bushels	1,635,800	919,200	1,785,900	1,428,200
Barley, bushels	94,000	51,300	34,000	41,500
Rye, bushels	9,000	8,800	5,900	1,600
Mill Feed, tons	1,505	345	2,711	3,129
Spirits and Liquors, bbls				
Syrups and Glucose, bbls				
Seeds, lbs	30,000		30,000	
Broom Corn, lbs		45,000		60,000
Hay, tons	2,600	1,520	830	320
Flour, bbls	112,500	49,900	121,700	63,700

PHILADELPHIA—Reported by L. J. Logan, secretary of the Commercial Exchange.

Wheat, busbels	60.489	77,049	2,500	
Corn, bushels	123,662	360,941	68,571	350,140
Oats, bushels	475,032	499,794	30,000	190,162
Barley, bushels	800	4,800		
Rye, bushels		800		
Timothy Seed, bags		200		
Clover Seed, bags		62		
Flax Seed, bushels	32,800	30,400		
Hay, tons	8,900	9,710		
Flour, bbls	189,118	127,261	158,538	61,163

ST. LOUIS—Reported by Geo. H. Morgan, secretary of the Merchants' Exchange.

Wheat, bushels	603,000	496,850	821,870	1,334,395
" sacks	2,815	8,680	580	2,856
Corn, bushels	2,839.100	1,857,000	2,458,930	1,462,220
" sacks	3,064	1,938	98,300	15,785
Oats, bushels	1,873,600	1,312,200	1,812,185	1,180,895
" sacks	4,515	476	38,624	33,610
Barley, bushels	37,700		18,755	630
" sacks			444	
Rye, bushels	15,000	5,000	21,900	10,110
" sacks		328	180	
Hay, tons	17,159	18,559	9,069	8,270
Flour, bbls	164,380	159,775	179,850	246,710

TOLEDO—Reported by A. Gassoway, secretary of the Produce Exchange.

Wheat, bushels	93,500	43,900	75,850	97,075
Corn, bushels	577,000	841,000	404,100	513,600
Oats, bushels	430,300	1,021,000	402,400	821,050
Barley, bushels			800	
Rye, bushels	15,900	2,800	3,000	6,035
Clover Seed, bags				

The adulteration of jute has been the cause of much complaint on the part of the importers both in this country and in Great Britain for the past two years. The present season's crop of jute has touched the highest price reached in fifty years, marking $141 per ton in the Dundee market, but the adulteration and wetting of jute before shipment has been more serious than ever before. This has led the Bengal Chamber of Commerce to take up the question, and it has drafted a bill entitled, "An Act for the prevention of adulteration of jute and for the suppression of certain practices in the trade." The Bengal association, in a letter on the subject, asserts that there is a unanimous expression of opinion that legislation alone will put an end to such malpractices, and the bill prepared further represents the general consensus of opinion on the subject. Other chambers of commerce in India are also supporting the movement to bring about such legislation. Importers express the hope that the bill will become a law. During the past year jute has been received in this country in very bad condition. It was shipped while wet, and owing to the heat in the steamer's hold, sweated, and when opened in America the center of the packages was found to be badly rotted.—Consular Report.

FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 23 months ending with June, as reported by Charles F. Lias, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1905-06.	1904-05.	1905-06.	1904-05.
August	359,200	277,990	76,344	200,620
September	189,000	310,000	42,760	119,049
October	342,400	475,600	8,633	34,776
November	579,400	315,900	5,785	22,103
December	291,400	353,000	4,739	10,455
January	144,000	123,300	15,661	29,029
February	134,100	161.100	11,481	37,924
March	91,800	273,600	3,601	22,679
April	132,137	87,300	2.590	40,037
May	160,600	239,700	34,839	39,390
June	45,900	126,100	44,857	10,458
July		117,900		9,326
Total busbels.	2,469,937	2,861,490	251,320	575,846

EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending July 7, 1906, as compared with same weeks last year, have been as follows:

Articles.	For Week Ending July 7.	July 8.	For Week Ending June 30.	July 1.
	1906.	1905.	1906.	1905.
Wbeat, bushels	822,000	324,000	526,000	281,000
Corn, bushels	780,000	881,000	652,000	1,148,000
Oats, bushels	63,000	137,000	144,000	77,000
Rye, bushels			13,000	
Barley, bushels	14,000	67,000	45,000	105,000
Flour, bbls	200.200	109,300	157.900	103,700

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, July 7, 1906, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Baltimore	172,000	424,000	189,000	44,000	
Boston	782,000	39,000	189,000		
Buffalo	604,000	625,000	1,279,000	446,000	129,000
do. afloat					
Chicago	2,003,000	1,306,000	770,000	589,000	
do. afloat					
Detroit	192,000	3,000	18,000	41,000	
do. afloat					
Duluth	3,821,000	65,000	793,000	84,000	186,000
do. afloat					
Ft. William	1,541,000				
do. afloat					
Galveston	89,000	9,000			
do. afloat					
Indianapolis	55,000	182,000	29,000		
Kansas City	600,000	221,000	14,000		
Milwaukee	131,000	395,000	271,000	66,000	23,000
do. afloat					
Minneapolis	11.794,000	62,000	1,055,000	105,000	285,000
Montreal	309,000	34,000	206,000	1,000	47,000
New Orleans	36,000	81,000	93,000		
do. afloat					
New York	413,000	467,000	250,000	21,000	65,000
do. afloat					
Peoria	7,000	36,000	264,000	8,000	
Philadelphia	5,000	4,000	84,000		
Port Arthur	667,000				
do. afloat					
St. Louis	1,010,000	210,000	56,000	14,000	19,000
do. afloat					
Toledo	119,000	181,000	191,000	14,000	1,000
do. afloat					
Toronto	4,000		34,000		
On Canal	136,000	572,000	153,000		
On Lakes	467,000	657,000	455,000		25,000
On Miss. River					
Grand total	24,957,000	5,573,000	6,393,000	1,433,000	780,000
Corresponding date 1905	13,423,000	4,453,000	7,456,000	795,000	855,000
Weekly Inc					
Weekly Dec	935,000	486,000	73,000	4,000	68,000

Secretary Strong reports three new members of the Illinois Association from the receivers and eleven from the dealers.

The Kansas City Board of Trade has begun a movement to secure the abolition of reconsignment charges on that market.

ELEVATOR AND GRAIN NEWS

ILLINOIS.

Murray Bros.' elevator at Champaign, Ill., is being remodeled.

It is reported that a farmers' elevator is to be built at Flanagan, Ill.

John H. Windherst has sold his grain business at Astoria, Ill., to Bader & Co.

Wm. Murray's new elevator at Rising, Ill., is rapidly approaching completion.

A. H. Edwards is building a 10,000-bushel addition to his elevator at Tolono, Ill.

The Farmers' Elevator Co. of Elliott, Ill., is adding a new dump to its elevator.

The Farmers' Grain Co. of Kilbourne, Ill., has been incorporated with $5,000 capital.

The G. S. Hight Grain Co. has completed an addition to its elevator at Walker, Ill.

Bartlett, Kuhn & Co. have bought a Hall Distributor for their elevator at Arthur, Ill.

H. Brown & Son have succeeded to the grain business of G. A. Brown at Brighton, Ill.

A Mr. Murray has purchased the elevator at Ludlow, Ill., and took possession on June 15.

The Atlas Grain Co. has built a dust house in connection with its elevator at West Brooklyn, Ill.

A new elevator is being built at Scott Crossing about one mile south of Woodyard, Ill., by a Mr. Epps.

It is rumored that E. F. Unland will dispose of his interests in the Smith-Hippen Grain Co. of Pekin, Ill.

Harrison Bros.' elevator at Dwight, Ill., has undergone extensive repairs and new scales have been put in.

The Savoy Grain & Coal Co. has installed a new 20-horsepower gasoline engine in its elevator at Savoy, Ill.

M. F. Strickland has purchased A. Waller & Co.'s grain warehouse near the L. & N. depot at Shawneetown, Ill.

Steck & Co. of Arthur, Ill., have sold their Fairbanks Elevator to C. A. Davis, the consideration being $7,750.

The new elevator of the Saunemin Elevator Co. at Eylar, Ill., has been completed and turned over to the company.

N. R. Moore of Roanoke, Ill., is reported to have purchased the grain elevators at Galesburg, Cameron, Surrey and Ormonde, Ill.

S. A. Hayward has installed new machinery in his elevator at Tremont, Ill., which will double his handling and elevating capacity.

Kearby, Harrison & Co. have sold out at Elwood, Ill., and J. M. Kearby has gone to Stanford, Ill., where he will engage in the grain business.

Schulte & Smith have completed their 30,000-bushel grain elevator at Hopedale, Ill. The Burrell Engineering & Construction Co. had the contract.

A receiver was recently appointed for the Weston Grain Co. at Weston, Ill., and subsequently a petition in bankruptcy was filed against the company.

E. F. Verry & Sons have about finished their elevator at Armington, Ill. The Burrell Engineering & Construction Co. had the contract. Capacity, 20,000 bushels.

The Illiopolis Farmers' Elevator Co. is building an addition to its elevator at Illiopolis, Ill. The new part will be used for oats and will have a capacity of 35,000 bushels.

The Pontiac Farmers' Grain Co., Pontiac, Ill., is endeavoring to raise $8,000 to build a second elevator, the present house being insufficient for the company's growing business.

The Ferris Elevator Co. of Ferris, Ill., has been incorporated with a capital stock of $3,500, by Charles Abbott, Samuel Smith and W. H. Bush. The company will deal in grain, hay and fuel.

The Burrell Engineering & Construction Co. has the contract for remodeling Geo. W. Banks' elevator at Irene, Ill. It will have new man lift, new loading spout, new scale and elevator leg.

The Independent Cereal Milling Co. of Averyville (Peoria), Ill., has made plans for the erection of an additional $20,000 grain elevator to take care of the overflow from its present elevator. It will have a capacity of 40,000 bushels. It is expected to have the new structure completed in three months and it will be of the very latest pattern.

Bartlett, Frazier & Carrington Co. is improving the elevator property at Leroy, Ill., by building new coal sheds. The carpenters have just completed a new engine house with concrete floor.

The directors of the Rooks Creek Farmers' Grain Co. have completed the purchase of the elevator located at Rooks Creek and owned by the Illinois Central Railroad Company. The price paid was $6,114.94.

The Lexington Elevator Co. is putting in a new approach to its elevator at Lexington, Ill. It is tearing out the trestle work and will fill in with dirt and gravel and put in a large tile across its property in order to give perfect drainage and expects to put in city water also.

C. E. Nichols of Lowell, Ind., has contracted with Burrell Engineering & Construction Co. for a 20,000-bushel grain elevator at Cook, Ill., on Indiana Harbor Railway. It will be equipped with Fairbanks Gas Engine, Western Shaker Cleaner and B. S. Constant Sheller.

The business formerly conducted by A. M. Blythe at Gays, Ill., under the style of the Gays Elevator Co., will hereafter be conducted under the name of A. M. Blythe. The change in no way affects the ownership or the business, as Mr. Blythe has been sole owner since November 1, 1904.

The firm of Grube & Mange, grain dealers of Greenville, Ill., has dissolved, Mr. Mange buying the interest of Mr. Grube. The firm has been in business about fifteen months, purchasing it from Mark Breuchaud on February 17 of last year. Mr. Mange has employed the services of Louis Junod as bookkeeper, who for ten years was superintendent of the Valier-Spies Mill at Mulberry Grove and also of their mills at Troy for about two years.

The Rogers Co. has now completed the improvements in its plant at Lexington, Ill. The north elevator has been moved to the east side of the main house. The buildings as now arranged have the capacity of nearly 70,000 bushels of grain. A new 16-horsepower Charter Gasoline Engine has been installed in a new brick engine room. The elevator machinery has been overhauled and placed in first-class working order. The old-fashioned method of shoveling the grain back in the cars has been done away with and replaced by new gravity loading spouts. The office has been moved and placed in good condition. The buildings have been painted the C. & A. color.

Secretary Strong of the Illinois Association reports the following changes of elevator ownership in Illinois during June: Harrison Bros. succeed Schumacher & Harrison at Dwight; Wm. Schumacher succeeds the Standard Grain Co. at Ellwood; J. M. Kearby succeeds Standard Grain Co. at Stanford; J. M. Skelly succeeds E. H. Young at Bristol; W. W. Day succeeds Arnold & Son at Ellwood; Atchinson & Baird succeed E. L. Atchinson at Barrow; G. W. Rugle succeeds Orin Palmer at Kemper; Ensley & Turnbull succeed H. E. Ensley & Co. at Waverly; A. M. Blythe succeeds Gays Elevator Co. at Gays; J. S. Bocock of Wyoming succeeds W. W. Dewey & Co. at Camp Grove; Wm. Murray succeeds J. F. Huxtable at Ludlow; L. W. Singleton succeeds V. R. Koplon & Co. at Buckley; Shellabarger Elevator Co. succeeds M. R. Allsup at Maroa; Locker Bros. succeed Rogers Grain Co. at Flanagan; M. H. Cooley succeeds W. J. Herscher at Reddick; Christopher & Ashbaugh succeed Holmes & Ashbaugh at Dunlap; Gelvin & Colwell succeed Cox & Wrigley at La Fayette; Toledo Elevator Co. succeeds Dow & King at Naples; Hearn & O'Brien of Lombardville succeed Northwestern Grain Co. at Morse.

OHIO, INDIANA AND MICHIGAN.

S. L. Wright has completed his elevator at Paris, Ind.

Work has been started on a new elevator at Wellsboro, Ind.

W. A. Alban's new elevator at Belleville, Mich., is nearing completion.

Geo. Disbrow has bought an elevator and produce business at Barryton, Mich.

Hartman Bros. are installing a Hall Distributor in their elevator at Napanee, Ind.

Wm. McCallum of Cass City, Mich., expects to build an elevator at Prescott, Mich.

It is reported that a wheat elevator is to be built at Potterville, Mich., this season.

The Peoples Milling & Elevator Co. of Westphalia, Ind., has incorporated with a capital stock of $12,000, to operate mills and elevators. The directors are: Charles Volle, John Gegeman and Gottlieb F. Osterchage.

Fred D. Fox, proprietor of the elevator at Tipton, Ind., has put in a Hall Distributor.

O. W. Bishop has sold his elevator at Williamsport, Ind., to Perry C. Miller of Celina, Ohio.

D. Mansfield & Co. have succeeded D. Mansfield in the elevator business at Remus, Mich.

J. S. Morton has withdrawn from the grain firm of Morton & Wagner, Mount Gilead, Ohio.

Skinner & Teegarden, grain dealers of Dunkirk, Ind., are building an elevator at Millgrove, Ind.

A Hall Distributor is included in the equipment of the Fort Branch Elevator at Fort Branch, Ind.

An elevator is being built at Carleton, Mich., to take the place of the one recently destroyed by fire.

The elevator of the Miami Grain Co. at Xenia, Ohio, has been sold to Greely & Co. of Ashland, Ohio.

Albert and Chris Dowler have bought the McMillen Grain Company's elevator at Bobtown, Ohio.

W. C. Hile has placed his contract with N. A. Grabill for a 10,000-bushel grain elevator at Versailles, Ohio.

A model feed mill has been erected at Newburg, Ind., by N. A. Grabill of Daleville for Chas. Brizus & Co.

The Linton Milling Co. of Linton, Ind., is building a steel storage elevator, with a capacity of 100,000 bushels.

F. P. McFadden, who several months ago leased the Linkenhelt Elevator at Plymouth, Ind., has bought the property.

O. Gandy & Co. are building a new elevator at South Whitley, Ind. N. A. Grabill of Daleville, Ind., has the contract.

J. Bosler & Son of Indianapolis have bought the two elevators and flour mill at Hartford City, Ind., from W. B. Cooley.

H. G. Stanley & Sons, millers of Beloit, Ohio, are erecting a steel storage tank for wheat, with a capacity of 10,000 bushels.

N. A. Grabill has overhauled and put in Weller Dump and Constant Feeders in Naber & Co.'s elevator at North Manchester, Ind.

A large feed grinder has been purchased for the Ringlen Elevator at West Leipsic, Ohio, to take the place of a smaller machine.

A 4-story brick addition, 19x20 feet, is to be built to the grain elevator of Edward Nagel at 2168 McLean Avenue, Cincinnati, Ohio.

Burrell & Morgan, millers of Elkhart, Ind., have bought a site at Niles, Mich., and will erect a 15,000-bushel elevator and a feed mill.

The Remington Grain Co. has installed a new 75-horsepower steam engine in its elevator at Remington, Ind., replacing an engine of smaller size.

H. A. Gaddis of Carlos City, Ind., is remodeling his house and installing Weller Dump and Constant Drag Feeders. N. A. Grabill has the work in charge.

N. A. Grabill is putting in a grain storage house at Vincennes, Ind., for J. & S. Emison & Co. Weller machinery and Constant Feeders are being used.

The Union Grain & Coal Co. has about completed a grain elevator, feed mill and coal outfit at Anderson, Ind. The contract was placed with N. A. Grabill.

E. E. Christ has sold his elevator at Rawson, Ohio, to Charles Watson, a farmer. The latter has completely remodeled the house and is now ready for business.

Clare H. Barrett of Jackson, Mich., has purchased the grain, hay and bean elevator business of H. N. Ainsworth at Owosso, Mich., and will take possession August 1.

The White Oak Milling Co. of Rushsylvania, Ohio, will put up a modern elevator and will install a suction gas producer and gas engine in place of the present steam power plant.

The Johnson Elevator at Logansport, Ind., has been purchased by Claude and George Bishop of Walton. The new owners are proprietors of an elevator and general store at Galveston, Ind.

The Nichols Grain & Hay Co. of Cook, Ind., has been incorporated to deal in grain, hay, seeds, etc. The capital stock is $10,000, and the incorporators are Charles E. Nichols, Thomas M. Smith and Carl N. Gragg.

The Carsonville Elevator Co., Carsonville, Mich., is enlarging its facilities. Additional ground space has been leased from the railroad company and the Baird Elevator is to be moved over and joined to the Walker Elevator, and a

new foundation placed beneath both. An office and storage building will also be erected.

O. Gandy & Co. of Churubusco, Ind., have bought the Vandalia Elevator at that place from William A. Geiger. They have made a number of improvements, including the installation of an improved Hall Distributor.

H. A. Madden has opened a feed and grain store at 211 Columbia Street, Fort Wayne, Ind. Mr. Madden has been with W. D. Henderson of Fort Wayne for the past nine years and is thoroughly familiar with the grain business.

Joseph Fate is building a new elevator at Blanchard, Mich. The house will be operated by a gasoline engine and lighted by electricity. Mr. Fate will use his old elevator exclusively for beans and will use the new structure as a wheat elevator.

A. E. Lawrence is principal stockholder in, and president of, a company that has taken over elevators at Owosso, Milliken and Oakley, Mich. Mr. Lawrence has been engaged in the grain business at Milliken, but has now taken up his headquarters at Owosso.

THE DAKOTAS.

A farmers' elevator is being erected at Erwin, S. D.

A farmers' elevator is said to be assured for Marion, N. D.

It is stated that an elevator will be built at Tappen, N. D.

Two new elevators will be built this season at Voltaire, N. D.

The farmers' elevator at Lankin, N. D., has been completed.

Martin Hublou & Co. are building an elevator at Anamoose, N. D.

The Atlantic Elevator Co. is building a new house at Rolla, N. D.

The Farmers' Elevator Co. will build an elevator at Sanborn, N. D.

The new Occident Elevator at Montpelier, N. D., is ready for business.

Work is now under way on the new Klein Elevator at Wilton, N. D.

The Consolidated Elevator Co. is enlarging its house at Montpelier, N. D.

The Great Western Elevator Co. is building an elevator at Burleigh, N. D.

It is reported that O. W. Bauers will build an elevator at Turtle Lake, N. D.

The Farmers' Co-operative Society is building an elevator at Fairview, S. D.

An addition is being built to the Winter & Ames Elevator at Buffalo, N. D.

The Rapid City Milling Co. is building a 12,000-bushel elevator at Whitewood, S. D.

Work has been started on the new elevator for McGee, Smith & Co. at Ray, N. D.

The foundation for the Empire Elevator at Newark, S. D., has been completed.

A farmers' elevator with a capacity of 40,000 bushels is projected at Dawson, N. D.

The St. Anthony & Dakota Elevator Co. is building a new house at Hoople, N. D.

There are prospects that another elevator will be built at Forbes, N. D., before fall.

A 25,000-bushel elevator is being built at Garrison, N. D., by the Farmers' Elevator Co.

The Montevido Milling Co. has taken over the D. E. Brown Elevator at Whiterock, S. D.

It is stated that the Peavey Elevator Co. plans the erection of an elevator at Tea, S. D.

An elevator is projected at Sentinel Butte, N. D., by a party from Sioux Falls, S. D.

Charles Zehnpfenning of Parkston has bought the elevator of J. J. Decker at Menno, S. D.

The Northland Elevator Co. has secured a site at Grano, N. D., and will build an elevator.

N. J. Brockmann has bought the Peavey Elevator at Spencer, S. D., and will remodel it.

The Doering & Hirsch Elevator at Gardena, N. D., will be completed at an early date.

The Western Elevator Co.'s house at Henry, S. D., has been sold to a farmers' company.

It is reported that six line companies will erect elevators at Leola, a new South Dakota town.

Peter Wild is building a modern elevator with a capacity of 30,000 bushels at Easby, N. D.

The Osborn-McMillan Elevator Co. expects to build an addition to its house at Anamoose, N. D.

The Powers Elevator Co. is building a 35,000-bushel elevator at Cleveland, N. D. The house will be 29x33 feet and 75 feet high. A coal shed 14x60 feet, office, etc., are to be built in connection. The total cost will be $7,000.

The Heising Elevator Co.'s house at Turnbridge, N. D., has been sold to a farmers' company.

Work is now under way on the new grain elevator of the Eagle Roller Mills Co. at Lebanon, S. D.

The Osborn-McMillan Elevator Co. is building a 22x50-foot annex to its elevator at Wimbledon, N. D.

It is announced that the contract has been let for the erection of a new elevator at Pingree, N. D.

Fred Spath and a Mr. Smith will, it is reported, build elevators at Stanley, Tagus and Deslacs, N. D.

The Royal Elevator Co. will build a new elevator on the site of the old flat house at Merricourt, N. D.

It is announced that a 25,000-bushel elevator will be built at Stanley, N. D., by a farmers' organization.

It is probable that a farmers' elevator company will be organized and a house built at Minot, N. D.

A number of applications have been made to the railroad company for elevator sites at Lee Siding, N. D.

The Canova Grain Co. of Canova, S. D., has purchased elevators at Salem, Canastota and Carthage, S. D.

The Farmers' Elevator Co. of Tyler, N. D., has let the contract for the erection of an elevator at a cost of $4,250.

The farmers' elevator company recently organized at Glenburn, N. D., has decided to build a 40,000-bushel house.

Smith, Gulack & Abelein will remodel their present elevator at Anamoose, N. D., and will also build a new house.

Mr. Simson has sold the elevator which he recently completed at Merricourt, N. D., to a Mr. Gackle of Kulm.

It is said that the new 40,000-bushel elevator at Sims, N. D., will be completed in time to handle this year's crop.

The Farmers' Elevator Co. of Gladstone, N. D., will receive bids until July 23 for the erection of a 24,000-bushel elevator.

The National Elevator at Fairmount, N. D., has been sold to Dwight M. Baldwin, the well known Minnesota miller.

The Brinsmade Farmers' Elevator Co. has decided to build a 40,000-bushel annex to the present house at Brinsmade, N. D.

It is reported that plans have been prepared for an elevator to be erected at Fullerton, N. D., by Messrs. Marshall and McCartney.

J. D. Taylor is reported to have sold his elevators at Ray, N. D., and other points, to the Acme Elevator Co. of Minneapolis.

It is announced that the Farmers' Alliance Warehouse Co.'s elevator at Madison, S. D., which was burned in June, will be rebuilt.

The Northwestern Elevator at Arthur, N. D., has been thoroughly overhauled and repaired and a new stone foundation has been put in.

The Farmers' Elevator Co. of Britton, S. D., is reported to have purchased the elevator at Cogswell, S. D., formerly owned by E. C. Swan.

The Occident Elevator Co. has completed its 30,000-bushel annex at Cleveland, N. D., and the house now has a capacity of 52,000 bushels.

John J. Doyle is promoting the establishment of a new town on the Soo, between Wishek and Ashley, N. D., and proposes building an elevator.

A 40,000-bushel elevator will be built at Steele, N. D., by farmers. The Great Western Elevator Co. will also build a new house at this point later.

The Lidgerwood Farmers' Elevator Co. of Lidgerwood, N. D., has let the contract for a 36,000-bushel elevator, to be completed by August 15.

The Farmers' Elevator & Mercantile Co. of Lisbon, N. D., is considering proposals for the 40,000-bushel elevator which it will build in that city.

The Atlantic Elevator at Brunbaugh, N. D., has been completed and the erecting crew has moved to Milo, N. D., where another house is being built.

H. E. Denhart and E. T. Alguire have bought the Howard & Bemis Elevator at Bushnell, S. D. Mr. Alguire's elevator at Stewart, Minn., and Mr. Denhart's house at White, S. D., are to be operated in partnership by these gentlemen, and Mr. Alguire will take up his residence at White about September 1.

The Palermo Farmers' Elevator Co., Palermo, N. D., has advertised for bids for the erection of a 25,000-bushel elevator and the necessary equipment thereof.

The Farmers' Co-operative Elevator Co. has decided to build a 50,000-bushel elevator at Granville, N. D., on the right-of-way of the Great Northern.

The recently incorporated Farmers' Elevator Co. of Bryant, S. D., will build a 30,000-bushel elevator. This will make the seventh house at that point.

The elevator at Minnewaukon, N. D., has been purchased by a local farmers' company and will hereafter be known as the Minnewaukon Farmers' Elevator.

The Sherwood Farmers' Elevator Co. of Sherwood, N. D., has been incorporated with a capital stock of $25,000, by L. L. Goheen, H. M. Sherman and others.

The T. B. Hood Grain Co. of Central City, Neb., has bought the elevator of Wells-Abbott-Neiman Co. at Spalding, Neb. Ed. Connell will remain in charge for the new owners.

A farmers' elevator company has been organized at Colton, S. D., and application will be made for a charter. J. O. Berdahl, G. A. Aldrich and C. A. Berg are among those interested.

August Nelson and brother, N. P. Nelson, will build a 35,000-bushel elevator at Tioga, N. D. They will also operate a feed mill in connection and expect to be ready for business by fall.

A. A. Robinson of Minot, N. D., is building a 10,000-bushel addition to his elevator at Surrey, and will erect a 25,000-bushel elevator at Blaisdell, a town west of Minot, on the Great Northern.

Articles of incorporation have been filed by the Osago Farmers' Elevator Co. of Pekin, N. D. The incorporators are: F. J. Aslad, R. C. Brekken and P. O. Endstad. The capital stock is $15,000.

The Pingree Grain & Fuel Supply Co. of Pingree, N. D., has let the contract for a 40,000-bushel elevator. It is also stated that a site has been purchased on which a feed mill will be erected.

H. A. Nicholson is building an addition to his elevator at Crary, N. D., which will materially increase the capacity. He will also have a warehouse in connection and will handle flour and mill products.

The Verona Farmers Elevator Co. of Verona, N. D., has let the contract for the erection of a 40,000-bushel grain elevator at that place to G. T. Honstain of Minneapolis, Minn. It is to be completed by September 1.

The Farmers' Elevator Co. of Larimore, N. D., recently awarded a contract to G. T. Honstain of Minneapolis for the erection of a 40,000-bushel elevator at Larimore. The contract calls for the completion of the building by August 25.

Louis Gjerde, proprietor of the Cando Flouring Mill at Cando, N. D., is making arrangements to erect a 35,000-bushel elevator on the railway right-of-way just south of the mill. The new house will be used to store grain for milling purposes.

The Farmers' Elevator Co. of Duxbury, S. D., has been incorporated with a capital stock of $25,000 and will erect an elevator at Duxbury, five miles north of Melette, S. D., on the Milwaukee road. J. H. Bockler is president and Fred Fischbach secretary.

Larkin & Thompson of Madison, S. D., recently purchased the roller mill at Oldham, S. D., for a consideration of $6,500. It is rumored that they will remove the machinery and remodel the building into a grain elevator. The firm owns the elevator at Oldham, but the house is not large enough to accommodate its business.

The Harvey Mercantile Co. of Harvey, N. D., will remodel a local warehouse into an elevator having a capacity of from 20,000 to 25,000 bushels. Two other elevators will also be built at that place. Gackle & Billigmeier have already let the contract for an elevator, and L. Doering of Goodrich states that he has been granted a site and will build a modern house before the new crop begins to move. This will give the town ten elevators.

The State Railroad Commission of South Dakota bas effected a settlement in the dispute between Ross E. Parks of Lily, S. D., and the Milwaukee Railroad. Mr. Parks wanted the railroad company to build a sidetrack to his elevator, which is located some distance from the right-of-way. He offered to pay a certain amount of the expense attached to the work, but when the engineers furnished their estimate, and it was seen

that the cost of the track would approximate $2,000, he demurred. A settlement was finally reached by the railroad company granting Mr. Parks a site on its right-of-way, to which he will move his elevator.

MINNESOTA AND WISCONSIN.

A farmers' elevator is to be built at Tenney, Minn.

The Atlantic Elevator at Watkins, Minn., has been completed.

It is stated that a new elevator is being built at Currie, Minn.

The new Interstate Elevator at Revillo, Minn., has been completed.

A farmers' elevator company is being organized at Clara City, Minn.

The Atlas Elevator Co. has torn down its elevator at Courtland, Minn.

K. Krueger has sold his elevator and grain business at Westbrook, Minn.

J. T. Scroggs of Beresford, S. D., has bought the Peavey Elevator at Adrian, Minn.

The Eagle Roller Mills of New Ulm, Minn., are building an elevator at Porter, Minn.

The Interstate Elevator at Bellingham, Minn., has been completed and is receiving grain.

The Farmers' Co-operative Elevator Co. of Wheaton, Minn., has decided to erect an elevator.

A farmers' elevator is being built at Burr, Minn., and will be ready for business by August 1.

The Western Elevator Co. is repairing its elevator at Darfur, Minn., and erecting a new coal shed.

The Jean Du Luth Co. will erect a 15,000-bushel elevator on its stock farm near Duluth, Minn.

Williams & Greely of New Richmond, Wis., are reported to have let the contract for a new elevator.

The Ball Elevator Co. of Duluth has sold its elevator at Fergus Falls, Minn., to the Dakota Elevator Co.

The Atlantic Elevator Co.'s house at Sedan, Minn., has been overhauled and a new gasoline engine has been put in.

A report from Dundas, Minn., states that Wm. Campbell has sold the Castle Rock Elevator to the Sheffield Milling Co.

The Balaton Farmers' Co-operative Co. has received bids for the erection of a 25,000-bushel elevator at Balaton, Minn.

A building permit was issued the latter part of June for a $275,000 fireproof grain elevator at Rice's Point, Peavey's Duluth terminal.

Wm. Gorden, formerly in the grain business at Elkton, Minn., has bought the Gilchrist Elevator at Taopi, Minn., and will erect a new house there.

A farmers' elevator company has been organized at Hawley, Minn. F. E. Almquist, Olaus Bergland and C. E. Knutson are among those interested.

Henry Rippe has torn down his elevator at Sherburn, Minn., and removed the lumber and machinery to Jackson, Minn., where a new house is being built.

Articles of incorporation have been filed by the Hanson-Lund Grain Co. of Minneapolis. The incorporators are Thomas Hanson, Adolph Hanson and J. G. Lund.

The Baldwin Elevator Co. of Minneapolis has been incorporated with a capital stock of $100,000, by Dwight M. Baldwin Jr., David Fuller and Charles I. Gross.

The Farmers' Produce Co. has let the contract for an addition to its elevator at Porter, Minn., which will increase the capacity to about 30,000 bushels. G. T. Honstain of Minneapolis has the contract.

The Minnekota Elevator Co. of Minneapolis has recently filed articles of incorporation with a capital stock of $250,000. The incorporators are George W. Porter, Walter H. Gooch and Enoch W. Underwood.

The Grand Republic Elevator Co. of Superior, Wis., has elected officers as follows: President, H. W. Stone of Benson, Minn.; secretary, J. H. Harper of Superior; treasurer, F. N. Chaffee of Chaffee, N. D.

The Saint Charles Farmers' Elevator Co. of Saint Charles, Minn., has filed articles of incorporation, the capital stock being $10,000. The incorporators include W. T. Spencer, James Small and Oscar Boysen.

The Rippe Grain & Elevator Co. has commenced the erection of a $20,000 elevator at Jackson, Minn. Herman Miller, until recently in the grain business at Jackson on his own account, will be manager of the new house. The Rippe company has a line of houses in southern Minnesota and is one of the most prominent grain firms in that state.

The Hayfield Farmers' Elevator Co. of Hayfield, Minn., has appropriated $4,000 to the erection of a 25,000-bushel elevator. The flat house adjoining the present building will be remodeled into a coal and salt house.

M. Johnson, who has been buyer at the Farmers' Elevator, Rushford, Minn., has purchased the City Elevator at that place. He will make a number of improvements, installing an electric motor to take the place of the present steam power.

The Farmers' Co-operative Elevator Co. of Hastings, Minn., has let the contract for the erection of a 47,000-bushel elevator at Hastings to S. H. Tromanhauser of Minneapolis for $7,700. The house will be of crib construction, covered with corrugated steel.

A. K. Taylor, for the past eight years manager of the Milwaukee Elevator Co., Milwaukee, Wis., has resigned to engage in the grain business with Clark Fagg. The new firm has secured a long term lease of Elevator "B," owned by the Milwaukee road.

John P. Coffey, proprietor of the Luverne Roller Mills at Luverne, Minn., writes that he has let the contract for a modern 30,000-bushel elevator, with flour house, coal sheds, etc., at Ellsworth, Minn., and has commenced work. Frank O'Haran of Flandreau, S. D., will be local manager for Mr. Coffey.

Several hundred members of the Northwestern Farmers' Exchange of North Dakota visited Ashland, Wis., recently for the purpose of looking over the ground with a view to establishing a terminal elevator in that city. A number of the members of the Association also visited Superior, Wis., where they were entertained by the Superior Board of Trade and the Manufacturers' Committee of the Commercial Club. There is talk of building co-operative terminal elevators at Ashland, Duluth, Minneapolis and Superior.

SOUTHERN AND SOUTHWESTERN.

Ed. J. Coyle will build an elevator at Leal, Okla.

Lewis, Leonhardt & Co., grain dealers of Knoxville, Tenn., have dissolved.

The Ames-Harmon Elevator Co. has completed an elevator at Darrow, Okla.

T. B. Everett has withdrawn from the Vann-Everett Grain Co., Waycross, Ga.

A new elevator, with a capacity of 15,000 bushels, is reported at Kingfisher, Okla..

The Casebeer-Rickey Co. has succeeded W. E. Rickey, grain dealer at Rocky, Okla.

The Yukon Mill's new elevator at Yukon, Okla., is well under way. R. C. Stone has the contract.

The Midland Mill & Elevator Co. has commenced the erection of an elevator at Skiatook, I. T.

Baxter & Ryan of Broken Arrow, I. T., have bought the grain elevator of Himes & Kalf at Haskell, I. T.

The Nashville Terminal Co. has constructed a siding to Logan & Company's new grain elevator in North Nashville (Nashville), Tenn.

The Keel Grain Co. of Gainesville, Texas, has been incorporated with a capital stock of $20,000, by J. Z. Keel, H. H. Haines and E. G. Ball.

The grain warehouse at Sour Lake, Texas, formerly used by R. S. Sterling & Co., has been torn down and the lumber shipped to Houston.

The A. P. Morgan Grain Co. is building a brick warehouse in addition to its present quarters near Glenn and Humphries Streets, Atlanta, Ga.

The West Mill & Elevator Co. of West, Texas, has been incorporated with a capital stock of $25,000, by M. W. Logan, Louis Logan and others.

The Red Rock Elevator Co. has completed its house at Red Rock, Okla., and it has been opened for business under the management of Charles Greer.

Articles of incorporation have been filed by the Star Mill & Elevator Co. of Amarillo, Texas. Among the incorporators are D. D. Dewing and F. A. Beech.

The Standard Family Grain Co. of Shelby County, Tenn., has filed articles of incorporation with the secretary of state at Nashville. The capital is $5,000.

The Farmers' Gin & Elevator Co. of Dill, Okla., has been incorporated with a capital stock of $6,000, by P. W. Hamilt, Smith Hubbard, W. A. Vickers and others.

The Davidson Elevator Co. has removed its headquarters from Checotah, I. T., to Muskogee. The Davidson Company has the exclusive privilege of operating grain elevators along the line of the M., K. & T. in Indian Territory. It will erect a large house in Muskogee and will build line houses at McAlester, Checotah, Vinita, Bluejacket, Broken Arrow and other points.

The Grand Prairie Mill & Elevator Co. of Grand Prairie, Texas, has been incorporated. The capital stock is $20,000, and the incorporators are I. J. Willingham, R. L. Hight and others.

The Sumner Cotton & Grain Co. of Sumner, Okla., has been incorporated with a capital stock of $5,000 by Wm. Upson and Charles Wallingsford of Sumner and S. T. Alcorn of Perry.

The Madisonville Milling Co. of Madisonville, Ky., has begun the erection of a 20,000-bushel elevator adjoining its mill. The house will be 30x80 feet and will be composed largely of galvanized iron.

The Woodland Grain Co. of Woodland Mills, Tenn., has incorporated with a capital stock of $9,000. The incorporators are: Cato Davis, S. B. Chandler, C. A. Davis, J. D. Alexander, J. D. Jones and George Dahnke.

The Williamsburg Fuel & Feed Co. of Williamsburg, Va., was recently incorporated with a capital stock of $10,000. N. L. Henley is president; H. F. Wynkoop, vice-president and general manager, and John M. Henderson, secretary and treasurer.

A 15,000-bushel elevator is being built at Mounds, I. T., by the R. H. Drennan Grain Co. of Oklahoma City, Okla. The house will be equipped with a 20-horsepower gasoline engine. The contract for the engine and machinery has been let.

It is announced that the Norfolk & Western Railway Co. will build a grain elevator at Norfolk, Va. It is said that the house will be located on a portion of the property purchased at Lambert's Point, adjoining the railroad company's piers.

The more important grain and feed dealers of Knoxville, Tenn., have, owing to increased business, arranged for larger quarters. The East Tennessee Feed Co. has completed a large warehouse on Jackson Avenue and Lanier Street. Neal & Ragsdale have completed a new warehouse on Chamberlain Street. Lewis, Leonhardt & Co. have built an additional warehouse on the Southern Railway at Park Avenue. H. T. Hackney Co., whose feed and grain business has been conducted in connection with the grocery business, has secured a separate charter for the grain and feed business, and in a short time will build an addition to its present property on Broadway.

Work will be commenced at an early date on the big elevator which will form part of the terminals in St. Bernard, La., of the New Orleans Terminal Co. The contract for the elevator was awarded last month and immediately thereafter the sub-contract for steel, etc., was placed. The house will have a capacity of 1,500,000 bushels and will be located on the east side of the slip. The structure will be about 80 feet high and will be modern in every sense of the term. The New Orleans Terminal Co. also proposes to make some important improvements at Port Chalmette. The wharves there will be enlarged, and it is estimated that the work will involve the expenditure of $50,000. A large business is looked for at Port Chalmette this fall and winter, and the Terminal company is preparing to take care of it in proper shape.

At the rate at which work is progressing on the elevator of the Southern and Illinois Central railroads at Nashville, Tenn., it is expected the house will be in operation by October 1. The seven switching tracks in connection with the house have been laid. Four of these tracks are on the receiving side, having a capacity of 125 cars above the elevator and the same number below. The other three tracks are on the shipping side and are capable of accommodating 214 cars. The capacity of the elevator will be 200 cars a day; that is, the house will be capable of receiving 100 cars of grain a day and forwarding the same number either of bulk or sacked grain. The system of sacking and handling the grain will be most complete. There will be seven automatic scales, which will weigh the grain as it is taken from the cars, and also before going from the bins into the sacks. It is the plan of the two railroad companies that the elevator shall be operated on the basis of a strictly public warehouse, handling and storing grain of all kinds for anyone desiring to make use of the facilities. Charles Rouser and C. A. Harrison, formerly of the Nashville Warehouse & Elevator Co., have been engaged as manager and superintendent, respectively. Mr. Harrison will superintendent the operation of the elevator and Mr. Rouser will manage the other end of the business. The elevator is on a concrete foundation, the superstructure being frame. It

will be provided with a sprinkling system, standpipe, hose and other fire-fighting apparatus.

A 500,000-bushel public elevator will be erected at Memphis, Tenn., by the Southern and Missouri Pacific railways. For this purpose the Memphis Public Elevator Company has been incorporated, with the following officers: J. L. Lancaster, president; I. L. Graves, vice-president; J. W. Canada, secretary and treasurer, and A. H. Plant, auditor. A site has been selected that will be reached by the tracks of the Southern Railway and the Union Railway Company, the latter company performing the local service for the Missouri Pacific system. Since the burning of the elevator on the river front, several years ago, the Memphis market has not had grain storage facilities adequate to its needs. The new house will improve the local situation and will undoubtedly enhance the importance of Memphis as a grain center. The opening of the Missouri Pacific's White River line will give the road the short line to the grain fields of southern Kansas and will make that territory tributary to the Memphis market. Work on the new elevator will commence at an early date.

MISSOURI, KANSAS AND NEBRASKA.

An elevator is being erected at Lamonte, Mo.

A new elevator is to be erected at Riverton, Neb.

The elevator at Strawn, Kan., has been completed.

W. G. Howard is building an elevator at Greenfield, Mo.

The Farmers' Elevator at Sawyer, Kan., has begun business.

The Corbin Elevator Co. has completed its new house at Corbin, Kan.

The Farmers' Grain Co. of Bradshaw, Neb., is reported to have sold out.

A new elevator is nearing completion at Burton, Kan., for Shive & Collins.

C. F. Heasley has completed his new 15,000-bushel elevator at Assaria, Kan.

Kent & Burke of Silver Creek, Neb., have recently installed a Hall Distributor.

C. Hoffman of Enterprise, Kan., is building an addition to his elevator at Navarre.

It is announced that M. E. Boyd & Co., grain dealers of Abilene, Kan., will sell out.

The Hutchinson Mill Co. is building a 5,000-bushel wheat elevator at Medora, Kan.

The Farmers' Elevator at Rozel, Kan., which was burned recently, will be rebuilt.

Dunham & Jobe have bought the elevator at Clarksburg, Mo., from W. Y. Hommell.

The Sunderland Roofing & Supply Co. of Omaha, Neb., recently purchased a Hall Distributor.

The Sylvia Grain & Supply Co. is the style of a new farmers' organization at Sylvia, Kan.

The new elevator at Cottonwood Falls, Kan., is nearing completion. The building will be 30x30 feet.

The Turon Elevator & Mercantile Co. of Turon, Kan., has been incorporated with a capital stock of $5,000.

It is reported that the firm of Adams & Walton, grain and feed dealers at Osage City, Kan., will be dissolved.

O. M. Kellogg has purchased the interest of J. M. Kellogg in the elevator firm of Kellogg & Co. at Stratton, Neb.

The Thorstenberg Grain Company's elevator at Brookville, Kan., which was burned some time ago, is being rebuilt.

A farmers' elevator and grain company has been organized at Clay Center, Neb., with H. E. McDowell as president and E. T. Cowen, secretary.

The Southwestern Grain Co. has quit business at Arkansas City, Kan., and Messrs. Parker and Hastings have gone into the A. C. Grain & Coal Co. at that place.

The Farmers' Business Association of Holbrook, Neb., has been incorporated with a capital stock of $3,000. It will deal in grain, live stock and other farm produce.

J. F. Miller, manager of the Wellington Mill & Elevator Co.'s elevator at Argonia, Kan., has had the house overhauled and put in shape to handle the new crop.

The Hinton & Gwinn Elevator at Freeport, Kan., has been purchased by a Wichita firm, and has been overhauled and repaired in preparation for the coming crop.

It was announced last month that the Central Granaries Co. of Lincoln, Neb., had sold out to the Nye-Schneider-Fowler Company of Fremont, transferring its terminal elevator at Lincoln and its forty line houses along the Burlington. This report was subsequently denied by the officers of the Central Granaries Co.

A milling company of Alva, Okla., is putting up an 8,000-bushel elevator at Protection, Kan. It is said that the same company will also build an elevator at Englewood, Kan.

The contract has been awarded for the new elevator of the Hoag Farmers' Elevator Co. at Hoag, Neb. The house will cost $5,500 aud will have a capacity of 20,000 bushels.

The Pauline Grain & Supply Co. of Pauline, Neb., has been incorporated with a capital stock of $6,000. The directors are: C. Petersen, Henry Wehnes, Benjamin Sherman and others.

The Orvis Grain & Sacking Co. of St. Louis has been incorporated with a paid-up capital stock of $2,500. The incorporators are: H. P. Orvis, O. A. Orvis and C. W. McClellan.

Ray E. Simmons of Bradshaw, Neb., was the purchaser of S. M. Blythe's elevator and coal business at Blue Springs, Neb. Mr. Blythe will go to Los Angeles about September 1, and expects to make that city his home.

The Farmers' Grain & Supply Co. of Langdon, Kan., has been granted a charter. R. C. Miller is president and T. R. Christy secretary. The company has purchased an elevator and is ready for business. J. A. Lyons has been appointed manager.

The Shellabarger Mill & Elevator Co. of Salina, Kan., is said to contemplate purchasing the Pacific Grain Company's elevator at Kipp, Kan. The Shellabarger company will shortly commence the erection of a 4-story fireproof storage building at Salina.

The Leiss Grain Elevator at Jasper, Mo., has been sold by the First National Bank to C. L. Hayzlett Elevator Co., in which C. L. Hayzlett is the principal stockholder. The consideration was $4,000. The elevator has been in charge of Mr. Hayzlett, who has been operating it for the Cogwill & Hill Milling Co.

IOWA.

A farmers' elevator is being built at Woolstock, Iowa.

A farmers' elevator company has been organized at Corwith, Iowa.

The elevator at Floyd Crossing, Iowa, has been sold to the Bassett Hunting Co.

The recently organized Farmers' Grain Co. of Iowa Falls, Iowa, is building an elevator.

The elevator of the Wyman Grain & Coal Co. at Wyman, Iowa, has been sold to Ed Metzger.

The Kunz Grain Co. of Wesley, Iowa, has installed a 5-horsepower gasoline engine in its elevator.

The Neola Elevator at Portsmouth, Iowa, has been reopened after having been closed for nearly three years.

J. H. Charlton has purchased Jos. White's elevator at Broadgate, Iowa, and will enlarge and improve the property.

The Hall Distributor recently purchased for the B. C. Ragan Elevator at Lemars, Iowa, will be placed in position at an early date.

The Farmers' Elevator Co. of Ashton, Iowa, has bought the Peavey Elevator at that place for $5,600. Barney Kramer has been engaged as manager.

A farmers' company, known as the Carlisle and Oscar Grain and Mercantile Co., has purchased Maurin Bros.' elevator at Carlisle, Iowa, and will take possession August 1.

The Farmers' Elevator Association of Lemars, Iowa, has completed its organization and elected H. A. Ahlers president and Robert Steele vice-president. Arrangements are being made to erect an elevator.

The Farmers' Co-operative Association of Plymouth, Iowa, has let the contract for the erection of an elevator. The building will be 22x16 feet, with a 12x20-foot addition, the estimated cost being $2,200.

The Rock Rapids Farmers' Elevator Co. has been organized at Rock Rapids, Iowa, and application made for a charter. R. A. Kitchen is president and H. B. Pierce secretary. It is probable that the company will build an elevator this season.

It is reported that a company has been organized with a capital of $1,500,000 to erect a corn milling plant at Clinton, Iowa. According to the preliminary announcement the new concern will be known as the Clinton Sugar Refining Co. and a plant to have a daily capacity of 800,000 bushels of corn, and to cost $600,000, will be erected. Glucose, starch and all other corn products will be manufactured, and it is said that the plant will be completed by January 1.

J. A. Sauer, a grain dealer of Lemars, Iowa, has decided to move his elevator, now located near the Omaha tracks, to a new site on the Illinois Central right-of-way. He has not determined whether he will move the present building or tear it down and rebuild on the new site.

WESTERN.

The Farmers' Grain & Supply Co. is building an elevator at Govan, Wash.

Kerr, Gifford & Co. are building a grain house at Kahlotus, Wash., which will be under the management of F. B. Thorp.

Warehouses will be erected at Lacrosse, Wash., by Kerr, Gifford & Co., the Interior Warehouse Co. and the Northwestern Warehouse Co.

The new elevator which Billy Miles & Bros. are building at Livingston, Mont., is well under way and will be completed in time to haudle new crop grain.

A 40,000-bushel elevator and a 30,000-bushel steel storage tank are being erected at Cunningham, Wash., by farmers, who propose to handle their wheat in bulk.

Work has been commenced on a new elevator at Hartline, Wash., for the Farmers' Grain & Supply Co. of Spokane, which will also build a number of other houses.

August Witt, a farmer near Sprague, Wash., is building a wheat tank with a capacity of 12,000 bushels, into which grain will be elevated direct from combined harvesters.

The Farmers' Longmont Mill & Elevator Co. of Denver, Colo., has taken out a permit for the construction of a grain elevator and chop mill, to cost $38,000. The company has nearly completed a flour mill at Jason Street and the Platte River, Denver, at which point the new elevator and chop mill will be located.

Ground was broken on June 15 for an elevator and feed mill at Louisville, Colo. J. K. Mullen, president of the Colorado Milling & Elevator Co., is erecting the plant. The elevator will have a capacity of 25,000 bushels and will be equipped with cleaning and other machinery. It will be completed in time to handle this year's crop. The mill will grind all kinds of feed.

It is announced that grain warehouses will be built along the route of the Northern Pacific extension now being constructed from Culdesac to Grangeville, Idaho. Plans have already been made for the erection of warehouses at Reubens and Vollmer, both new towns, and it is probable that another warehouse will be erected at Ferdinand. Both the Vollmer-Clearwater Co. and the Kettenlach Co. will have warehouses at the points mentioned. Heretofore farmers have been compelled to haul their grain to Culdesac, some of the hauls being as great as 22 miles. The average haul will now be reduced to 4 or 5 miles. It is expected the railroad will be completed to Vollmer by November 15.

CANADIAN.

There is an opening at Mortlach, Man., for an elevator.

It is stated that an elevator will be built this year at Spruce Grove, Alta.

Work is now in progress on the new flour mill and elevator at Keewatin, Ont.

H. Bradsma, flour and feed merchant at Earl Grey, Sask., has sold out to A. H. Campbell.

The Ontario government has revoked the charter of the Wyoming Grain Warehouse Co., Ltd.

The elevator at Prescott, Ont., has resumed business, after beiug closed for several years.

The Western Elevator Co. of Winnipeg, will erect a 30,000-bushel elevator at Melfort, Sask.

Bids have been received for the erection of a grain elevator for the Canadian Paint Co. of Winnipeg.

It is reported that grain elevators will be erected at Bittern Lake, Lamont and Saint Albert, Alta.

The Calgary Milling Co. of Calgary, Alta., will, it is reported, erect a mill and elevator at New Westminster, B. C.

Work has been commenced on the 600,000-bushel elevator for the Imperial & Western Elevator Co. at Fort William.

The Canadian Elevator Co. is completing an elevator at Borden, Sask., and will also operate a lumber yard at that point.

Work on the proposed 50,000-bushel elevator at Tuxford, Sask., on tbe Moosejaw-Edmonton Line, has been delayed, pending action on the part of the Canadian Pacific in extending the road, which

is yet a mile distant from Tuxford town site. The elevator is to be erected and operated by a farmers' company.

It is denied that the Canadian Northern Railway has arranged to lease its terminal elevators at Port Arthur, Ont., to the Empire Elevator Co.

The new elevator now being erected at Tiffin, near Midland, Ont., on the Grand Trunk, will not be ready for operation until the opening of navigation in 1907.

Three new elevators are in course of construction at Weyburn, Sask.—one for the Dominion Elevator Co., one for the Weyburn Lumber & Elevator Co., and the third for N. D. McKinnon & Co.

The elevator and other property of the Frontenac Cereal Co., Kingston, Ont., was not sold recently when offered under order of the courts, and it is stated that the company is being reorganized.

It is stated that the Canadian Pacific contemplates erecting grain elevators at Vancouver and other British Columbia points, and that the Great Northern will build an elevator at New Westminster, B. C.

The Canadian Pacific has created a new office at Fort William. The new officer will be known as grain distributing agent, and his duties will consist of directing the grain brought into the yards to the various elevators.

The Grand Trunk Pacific Terminal Elevator Co., Ltd., has been incorporated at Montreal, with a capital stock of $5,000,000. The incorporators are: C. M. Hays, president of the G. T. P. Railway; W. W. Wainwright, second vice-president of the G. T. P. Railway; Nicholas Bawlf, president of the Northern Elevator Co. of Winnipeg; A. P. Stuart and W. H. Biggar. Mr. Bawlf, who will be manager of the new company, states that it will build terminal elevators at Fort William and on Georgian Bay, each having a capacity of 2,500,000 bushels.

EASTERN.

An addition has been built to the grain store of Evans & Bowker at Baldwinsville, Mass.

The Portland Grain, Hay and Flour Co. has been incorporated at Portland, Me. The capital stock is $10,000 and the officers are: President, L. L. Hight; treasurer and clerk, H. P. Sweetser.

The Jewett City Grain Co. of Jewett City, Conn., has filed articles of incorporation with a capital stock of $10,000. The incorporators are: Charles J. Mott, Edward A. Geer and Simon Brewster, all of Jewett City.

The Slayback-Van Order Co., which has been incorporated at Caldwell, N. J., with a capital stock of $50,000, is empowered to deal in grain, feed and hay in addition to other lines. The incorporators are: John J. Van Order, John W. Slayback and Samuel T. Smith.

OUR CALLERS

[We have received calls from the following gentlemen prominently connected with the grain and elevator interests during the month.]

L. E. Harris, Plymouth, Ind.

H. F. Batterman, Palatine, Ill.

Prof. M. S. Ketchum, University of Colorado, Boulder, Colo.

Fred Faulkner, of J. H. Faulkner & Co., Cedar Rapids, Iowa.

H. J. Tepper, representing Richardson Scale Co., New York City.

Chas. H. Sterling, representing Invincible Grain Cleaner Co., Silver Creek, N. Y.

A. F. Shuler, Minneapolis, Minn., representing Huntley Mfg. Co., Silver Creek, N. Y.

Theo. Ponsar, Omaha, Neb., representing Nordyke & Marmon Co., Indianapolis, Ind.

S. J. McTiernan, St. Louis, Mo., representing Huntley Mfg. Co., Silver Creek, N. Y.

Much fun was always poked at the late Speaker Henderson by his conferees because of his reputation for distributing free seeds to his constituents. Once when he was being ridiculed for his free-seed fad he calmly felt in his pocket and handed to the ridiculer a postal card in a woman's hand. It read: "Dear Congressman Henderson: John's influence can't be got with 15 cents' worth of free seeds. But if you will send me a box of hairpins, I will look out for him. (Signed) His Wife." Another communication read: "Why not let up on seeds for a while and send jackknives? In that case radish seeds would not come up poor turnips."

THE EXCHANGES

It is probable that a rice exchange will be established at Houston, Texas.

The Duluth Board of Trade has amended its rules so as to make No. 2 Durum wheat a contract grade. It is expected that this will result in developing a market for futures in the macaroni wheat.

Kansas City is trading in both new and old style wheat. Only No. 2 Hard Winter is deliverable on new style contracts. The Kansas City Board of Trade has also adopted a new grade of standard oats, the requirements being the same as for the Chicago and St. Louis grades.

Charles H. Whitemore, who had been employed in the secretary's office of the St. Louis Merchants' Exchange for twenty-three years, at one time being assistant secretary, resigned on June 30. In accepting his resignation the board of directors passed a complimentary resolution.

The Circuit Court of Appeals at St. Paul has upheld the injunction restraining A. M. McDearmott & Bros. of Kansas City from using the quotations of the Chicago Board of Trade. The ruling was in effect that the Board does not lose ownership of its quotations posted elsewhere.

The grain inspection system at Norfolk, Va., will be investigated by a committee appointed by the Board of Trade and Business Men's Association. This action is the result of an official communication received from President R. Henry Jones, of the Norfolk Hay and Grain Association.

Opposition is developing on the Chicago Board of Trade to the plan to make a petition of 100 members necessary to originate amendments to the rules and 300 names to carry an amendment over a veto of the directory. It is contended that this action will place the control of legislative branches in the hands of the few.

The directors of the Chicago Board of Trade have voted to reinstall price indicators on the floor of the exchange despite protests on the part of a large number of brokers. The latter claim that the indicators will decrease the number of active traders on the floor, as they will enable a single broker to watch several markets at a time.

At the annual meeting of the Grain and Cotton Exchange of Richmond, Va., on June 25, officers and directors were elected as follows: President, John F. Jacob; first vice-president, W. F. Richardson Jr.; second vice-president, R. A. Justis. Board of directors—Edward Alvey, W. C. Bentley, S. T. Beveridge, H. G. Carter, John R. Cary, F. H. Deane, T. H. Ellett, W. R. Johnston, George T. King, T. L. Moore, R. M. McIntire, N. R. Savage, W. T. Selden, R. T. Webster and C. W. Wingfield.

The "calls" on rye, barley, timothy and flaxseed were officially inaugurated on the Chicago Board of Trade July 9. The call is held in the new quarters provided for it in the southwest corner of the exchange hall. David Harris has been appointed caller. The articles called are: No. 1 flaxseed, July, September and December deliveries; barley, feed and No. 3, latter for October and November; rye, No. 2, July, September and December. The opening calls were well attended and considerable business was transacted.

Proposed amendments to the rules of the Chicago Board of Trade, as recently approved by the directors, provide for the establishment of a public competitive market in the purchase of grain to arrive by establishing a public daily "call." After the close of this call the prices established may be forwarded to dealers, but the making of new prices by members of the association is prohibited thereafter until the beginning of business the following day. Evasions of the proposed rule are to be punished by suspension. The originators of the proposed amendment believe that it will lead to a large and general cash grain trade, in which the country dealer will thus have at least as good an opportunity to influence the prices as he now has in the speculative markets.

EXCHANGE AT ST. JOSEPH.

A regular grain trading room has been opened by the St. Joseph, Mo., Board of Trade and option trading has been inaugurated. Quarters have been fitted up in the basement of the Board of Trade Building and wire has been put in. It is understood that rules similar to those in force in the larger markets have been adopted and that the various grain handling firms have agreed to transact all their business on the local exchange.

The St. Joseph grain market has grown rapidly in the last six months. The receipts since January 1, 1906, have been 394 cars of wheat, containing 433,400 bushels, and valued at $346,720; 1,370 cars of corn, containing 1,507,000 bushels, and valued at $602,800; 100 cars of oats, containing 150,000 bushels, and valued at $52,500. The elevator capacity of St. Joseph is 1,000,000 bushels, distributed as follows: The Elwood Elevator, 500,000 bushels; the Burlington Elevator, 150,000 bushels; the Maple Leaf Elevator, 100,000 bushels; the Faucett Milling Co., 100,000 bushels; the Davis Mill Co., 80,000 bushels; the Hauck Milling Co., 70,000 bushels.

The Board of Trade has eighty-five members, and three applications for membership will be acted upon at the next meeting of the directors: New members recently admitted are: Henry M. Warner, St. Joseph; W. H. Berryman, King City; W. H. Frederick, St. Joseph; T. P: Peck, Lathrop; William Snyder, St. Joseph; S. T. Wildbahn, St. Joseph; J. H. Gregg, St. Joseph, and Edgar L. Brown of St. Joseph. When the Board of Trade was organized in 1903, memberships sold at $10 each. To-day they are selling at $25 each.

PROPOSES TO ERECT GRAIN EXCHANGE BUILDING.

The Omaha Grain Exchange has received a proposition from Herman Cohn to erect a modern building as permanent quarters for the Exchange. The site of the proposed building is at Sixteenth Street and Capitol Avenue, and Mr. Cohn offers to erect a four-story structure and give over the three upper floors to the Grain Exchange and various grain offices. The Exchange room is to be 40x100 feet and two stories in height, and will be donated rent free for ten years by the builder. In the event of the offer being accepted construction work would commence early in 1907.

The proposition is the best that has been received so far, and the board of directors has requested Mr. Cohn to submit a definite proposition and plans of the building. The Omaha Commercial Club, upon hearing of the proposal, began negotiations with Mr. Cohn with a view to having the building made large enough to accommodate both the Exchange and the Club.

ELECTION AT PITTSBURG.

At the recent annual meeting of the Pittsburg Grain and Flour Exchange, J. W. Smith presided and J. A. A. Geidel officiated as secretary. The reading of a report by President Dickson was followed by the reports of Treasurer Lawton and Superintendent Alexander. The report of the auditing committee, read by Secretary Geidel, showed the Exchange in good financial condition.

At close of meeting the Exchange proceeded to election of a board of managers to serve for the ensuing year. The following named members were elected: C. A. Foster, John Dickson, John Floyd, J. A. A. Geidel, W. W. Beatty, James Brown, James McCune, H. G. Morgan, T. J. Ellwood, J. E. Guyton, W. N. Gordon, W. A. McCaffrey, S. C. Graham.

On the following day the board met for organization, and elected the following officers: John Dickson, president; C. A. Foster, vice-president; J. A. A. Geidel, treasurer; John Floyd, secretary. The standing committees will be appointed at a later date.

CORN AT PITTSBURG.

The advantages of shipping corn to Pittsburg may not be realized by a great many of the elevator people in Indiana and Ohio. One great advantage that we have is, that shipments reach this market quickly, while this cannot be said to be true of shipments going to eastern and New England points.

Pittsburg is growing to be more of a distributing point for corn, and we believe that if the elevator interests of Ohio and Indiana would use Pittsburg more than they have been for shipping their shelled corn they would get satisfactory results. Our market does not follow the Chicago prices as closely as a great many other markets do, although we are influenced by these quotations more or less.

The demand for corn at the present time is good, and the prices we quote below are being fully sustained. We can say to our shippers, keep your shipments coming right along, as you need have no fear but what full prices quoted will be realized.

Yellow No. 2.....58@58½
Yellow No. 3.....57@57½
High Mixed No. 2, shelled.....
High Mixed No. 3, shelled.....56@56½

—Pittsburg Grain and Hay Reporter, July 6.

COMMISSION

Requa Bros., Chicago, have secured the services of Howard Lipsey and Samuel Phillips, who will manage the firm's grain shipping department.

Ground has been broken at Clinton, Iowa, it is announced, for a glucose plant to be operated by competition of the Corn Products.

J. C. Rogers, vice-president of Rogers Grain Co., Chicago, who went to Alaska on a business trip the middle of May, is expected home about the last of July.

The Shauble-Oakes Commission Co., St. Louis, Mo., has retired from business. The company had an office in Evansville, Ind., and nine offices throughout Illinois.

Articles of incorporation have been filed by the Murphy Grain Co. of Kansas City, Mo., the incorporators being Wm. Murphy, Lawrence Murphy and Isaac P. Ryland. The capital stock is $10,000.

South Dakota is beginning to pose as a corn state, the annual statistical crop report for 1905 having credited the state with a production of 51,615,000 bushels, with an average yield of 31.8 bushels per acre.

Daniel P. Byrne & Co., St. Louis, Mo., on July 1 placed their hay department in direct charge of W. H. Karns, a salesman of recognized ability and long experience in the St. Louis hay market. Mr. Karns is well known to the trade and it is confidently expected that he will materially increase the already large hay business enjoyed by this firm.

The Churchill Grain & Seed Co. of Toledo, Ohio, has been incorporated with a capital stock of $50,000, succeeding the firm of Churchill & Co. The incorporators are Jacob Baker, Charles E. Cameron, Lloyd T. Williams, F. L. Geddes and Walter E. Stone. There will be practically no change in the house, the stock company succeeding the firm.

The grain exporting firm of Hammond & Snyder, Baltimore, Md., has been succeeded by Hammond, Snyder & Co., the old partnership having expired by limitation. The members of the new firm are Wm. R. Hammond, John W. Snyder, J. Collin Vincent, Edward M. Sills, George B. Shaw and Wm. Leroy Snyder, all of whom were associated with the old firm.

C. R. Clark, a Chicago commission man, with offices at 631 Postal Telegraph Building, was forced to order his trades closed out on June 17. He was short on corn and oats and sharp advances compelled him to suspend in order to stop further losses. Mr. Clark states that his liabilities are not large and that he will be able to straighten out his affairs.

As announced last month, L. W. Bodman has taken over the Chicago business of Milmine, Bodman & Co. The Milmine-Bodman Grain Co. has been organized and will continue the firm's extensive grain business in this city. Associated with Mr. Bodman is Sidney Mitchell, who was with the old firm for a number of years. H. M. Paynter will remain in charge of the cash grain business.

The St. Anthony Commission Co. is being founded to represent the Washburn-Crosby Milling Co. of Minneapolis on the Chicago Board of Trade. Morris L. Hallowell, the head of the new company, has been admitted to membership on the Chicago Board. The establishment of the new concern here means not only a large amount of extra business for Chicago, but is counted a distinct victory for the new commission rule. It is expected that other Minneapolis milling concerns will establish branches here and that the effect will be to bring Minneapolis in line for the enaction of a higher commission rate because of the success of the measure here.

Edward C. Paull of Taunton, the grain merchant, and member of the Boston Chamber of Commerce, who was petitioned into involuntary bankruptcy May 3 by Jennings & Fulton, Boston; Henry B. Moore, Brookline, and Sarah Pope of Waltham, has filed his schedule of liabilities and assets in the United States District Court. His liabilities are scheduled at $132,220, and his assets $87,178. Paull was adjudged a bankrupt by Judge Dodge May 21. It was alleged by the petitioning creditors that on April 16 he made a general assignment to his creditors to Henry M. Loring and Seth L. Cushman, both of Taunton. The total claims of the petitioning creditors amounted to $2,376. Of the total claims $11,613 is secured, $113,818 unsecured and $5,897 notes and bills. His assets consist of $20,400 real estate, $17,234 stock, $13,167 debts due and $35,000 life insurance policies. The greater part of the claims are for notes.

The grain and stock brokerage firm of C. H. F. Smith & Co., St. Paul, has sold out to Whallon, Case & Co. of Minneapolis. The latter firm will continue the business at St. Paul as a branch, with B. Shotwell as local manager. Mr. Smith started the business about twenty years ago, the firm then being Smith & Fitzgerald. The latter died several years ago and since that time Mr. Smith has continued alone. About twelve years ago he bought a seat on the New York Stock Exchange for $20,000. It is understood that he has just sold it for $88,000.

George E. Marcy has been elected president of the Armour Grain Company, Chicago, to succeed A. I. Valentine. Mr. Marcy was succeeded in his former position of vice-president by E. M. Higgins, formerly of Peoria, who has been second vice-president of the company for a number of years. The office of second vice-president will be abolished. A. I. Valentine, who has guided the destinies of the company through several of the biggest campaigns in the history of the Board of Trade, states that he has not as yet made any definite arrangements for the future other than that he would devote several months to travel and rest.

On the first of April, 1906, a new brokerage firm was started in Cedar Rapids, Iowa, known as J. H. Faulkner & Co., of which the principals are J. H. Faulkner and Fred Faulkner. The latter is well known to the Iowa and western grain trade, as he has traveled through the western states for twelve years past and has represented some of the leading Chicago and St. Louis houses in that territory. His experience is wide and he brings to the new firm a ripe acquaintance of conditions in eastern and southern markets, which puts the firm on a safe footing in so far as a necessary knowledge of the business is concerned. At present the company is representing a number of leading firms in eastern and southern terminals and is building up a very satisfactory business with Cedar Rapids as the head western office.

LINE COMPANIES IN THE SOUTHWEST.

The great increase in country elevator investments by large firms controlling many stations, gradually absorbing the independent dealer, takes a large per cent of the marketable grain and is exported by them or marketed direct.

The great increase of farm wealth has made the farmer more independent and he now cooperates with his neighbor and builds elevators and markets his own grain. This leads to the rather startling fact that the surplus of marketable grain that formerly was the commodity that furnished business for the grain trade at large, from the dealer on down to the exporter, is gradually contracting in its business-furnishing possibilities. The grain that formerly found its way to market from the farmer to the dealer, from the dealer to the terminal buyer or commission merchant, is apparently contracting into narrower channels, as in the manufacturing business, many of whom advertise "from the factory to the consumer." The farmer markets his own grain in increasing proportion yearly. The mills grind in increasing proportion yearly and the line elevators take a heavier percentage of the grain.

The independent dealer, in decreasing numbers, finds prices made or dominated by powerful interests with whom he has to work in accord, often being restricted in breadth of markets, so that we are almost forced to acknowledge that the markets do not present the wide, free competitive buying that formerly existed. And yet to-day, in spite of all this, the terminal markets without exception are better than they ever were, facilities are better, grain is handled quicker and the general moral and financial standing of the business firms and individuals is better than ever before.—W. C. Goffe, Kansas City, to the Grain Dealers' National Association.

Will it pay best for shippers to sell wheat on bids or consign it? This is a question every shipper would like to know, but sorry to say we can't answer it for them and they must decide for themselves.—J. F. Zahm & Co.

The Toledo Produce Exchange has revised its grading rules, making fifty-eight pounds the required test weight on No. 2 red winter wheat since July 1. Last year the rules required wheat to test not less than 58½ pounds to grade No. 2, and many cars had to be blown on that account.

COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

Delivery to Consignee Without Presentation of Bill of Lading.

Construing a certain bill of lading for a carload of wheat to be an "open" one, the Court of Civil Appeals of Texas holds (Nashville, Chattanooga & St. Louis Railway Co. vs. Grayson County National Bank, 91 Southwestern Reporter, 1106) that, under the circumstances of the case, the delivering railway company was not authorized to deliver the grain in the manner it was delivered, as said bill of lading had been transferred to an innocent party. It says that the authorities, in regard to the right of a carrier to deliver to the consignee without the presentation of the bill of lading, where there has been a transfer of said bill of lading for a valuable consideration, the carrier having no actual notice of said assignment, do not seem to be in harmony; but this court thinks that those holding that no such right exists, or, rather, that when a carrier delivers goods without the production of the bill of lading by the proper party it does so at its own risk, are supported by the better reason.

The railway company ought not to be heard to say that it should not be required to anticipate that a bill of lading had been issued, for the evidence showed that it was the regular custom for railways always to issue bills of lading on such shipments, and that it was the general custom to draw drafts on a grain shipment and attach the bill of lading thereto. A bill of lading represents the property and is assignable; and an assignment thereof for a valuable consideration places the title of the property in the assignee. A carrier has the right to require the production of the bill of lading before it delivers the goods. Having this right, and in view of the law that an assignment of the bill of lading for a consideration carries title to the property, it is but just and right that the carrier should require the production of the bill of lading before delivering the goods; and if a delivery be made to the wrong party without such production by the proper holder, the carrier ought to be held liable to the bona fide holder of the bill.

As to the necessity of the delivering carrier having notice of the right of one other than the consignee to receive the goods to make it liable, the railway company relied, among others, upon the authority of Nebraska Meal Mills vs. Railway Co. (Ark.), 41 S. W. Rep., 810. That case was decided by a divided court. Besides, it holds only that the shipper cannot complain when delivery is made in exact accordance with the contract and the rights of third parties are not involved. Here, however, the rights of a third party are involved, which makes a different case.

Points with Regard to the Missouri State Inspection and Weighing of Grain.

The members of the Board of Trade, the Supreme Court of Missouri says (State vs. Goffee, 91 Southwestern Reporter, 486), have a right on their own account to employ men to weigh their grain for them and to accept their certificates of weight, even if it is the duty of the state weighmaster also to weigh the same grain and to give certificates of the weights; and if the law gives to the certificate of the state weighmaster a legal effect as evidence, still if the person buying or selling the grain should prefer to have it weighed by some other person and to base his business transaction in reference to it on the unofficial rather than the official certificate, he would have a right to do so. Such a course would not prevent the state weighmaster from performing his official duty or deprive him of his fees. The statute, of course, could not give to the official certificate the force of conclusive evidence, because that would be to deny a party whose rights were affected the right of trial under due process of law. But statutes frequently give official certificates the force of prima facie evidence and in so doing they violate no constitutional provision.

The statute authorizing the appointment of official weighmasters to weigh grain brought to market in Missouri was passed in 1893, and is now section 7676 of the Revised Statutes of Missouri of 1899, the first sentence of which is: "It shall be the duty of the chief inspector provided for by this article to nominate to the commissioners suitable persons to act as weighmasters at such points in this state wherever state grain inspection may be established in conformity with section 7655 of this article." When this section calls for the appoint-

ment of weighmasters and refers to section 7655, it means that they are to be appointed in the manner therein specified for the appointment of a deputy and assistant inspectors.

Again, the court says that the amendment of March 9, 1893, now section 7676, calls for official weighmasters and official weighing wherever official inspection has been established and not elsewhere, and for the weighing of grain "which may be subject for inspection," not other grain. This must be understood to mean that official weighing is authorized wherever the official inspectors have lawful authority to inspect and when the grain is "subject for inspection," not otherwise, and not even where, in point of fact, the inspectors do inspect grain not "subject for inspection" by permission of the Board of Trade. The Board of Trade can neither enlarge nor restrict the lawful authority of the state officials.

In section 39 of the original grain inspection act it was made a misdemeanor for anyone not duly appointed and qualified as required by that act to assume to act as an inspector. That section was amended by the act of March 31, 1893, by prefixing to it these words: "The inspection or grading of grain in this state, whether into or out of warehouses, elevators or in cars, barges, wagons or sacks arriving at or shipped from points where state grain inspection is established, must be performed by such persons as may be duly appointed sworn and have given bond under this act," etc. The Attorney-General is of the opinion that this amendment means that, while the law does not make it obligatory on persons dealing in grain which does not pass through a public warehouse to have it inspected, yet if they do have it inspected it must be by the official state inspectors. That is probably correct.

But the question remains: Does the law now, under the amendments since 1889, require state inspection of grain that does not go into or out of a public warehouse? The amendatory act of March 9, 1893, does not purport to alter or amend any section of the law as it theretofore existed in reference to state grain inspection. It only adds other sections providing for weighing the grain that by the law theretofore existing was subject to inspection. It may be that the General Assembly, if it had then understood that grain inspection was, by the law as it then was, limited to public warehouse grain, would have so amended that law as to include other grain; but that is mere conjecture. We only know that, whether from misapprehension or disinclination, the General Assembly did not so amend this law, and we must take the law as we find it.

The court has no doubt of the constitutional authority of the General Assembly, in the exercise of the state's police power, to throw around persons who ship their grain to market in Missouri the protection that official inspection and official weighing can give. Without such protection the shipper is at the mercy of those who handle his grain in the great markets, and in the ordinary course of business he has no means—or, at least, no convenient or adequate means—of verifying the classification and weight of his grain. It is no infringement of the shipper's constitutional rights to tax his grain with reasonable charge for this official service, because, whether a particular individual desires to avail himself of the service or not, such service is a wholesome control over the conduct of the business, and the state has the right to interfere for the protection of the public. And, besides, there is nothing that could make the markets of this state more attractive to shippers than a reputation for intelligent and honest inspection and weighing. But whether the police power of the state should be exercised or not in such matters, and, if exercised, to what extent, are questions in the first instance for the General Assembly and not for the courts. In the law governing this case the General Assembly has gone no farther in the exercise of this police power than to provide for state inspection and state weighing of grain going into or out of public warehouses.

Notice of Exhaustion of Margins.

The Appellate Division of the New York Supreme Court for the First Department held, in the case of Sanger vs. Price et al., that where a customer of cotton brokers entered into a special agreement with them and received at the end of each day's transactions telegraphic reports thereof, and thereafter by mail confirmations to which the following statement was appended: "It is further understood that on all marginal business the right is reserved to close transactions when margins are running out, without further uotice, and to settle contracts in accordance with rules and customs of exchange where order is executed," the receipt of such statements by the customer did not deprive him of his right to a demand for margins from his brokers and a reasonable time to comply therewith before his account could be closed.

HAY AND STRAW

Prospects for hay in sections of Montana are good.

Hay in Oakland County, Mich., was damaged by rains early in the month.

L. D. Mange is successor to Grube & Mange in the hay trade at Greenville, Ill.

C. R. Keller succeeds Aldrich & Keller in the wholesale hay business at Yates Center, Kan.

Thomas Corbin & Son have been succeeded in the hay business at West Poiut, Ill., by Thomas Corbin & Co.

Put up every pound of hay you can this year, for between the shortage of hay and the shortage in the oat crop, which is figured at 193 million bushels short, hay will have good value.

Weaver & Co., New York, have incorporated with a capital stock of $1,000 to deal in hay, straw, feed, etc. The incorporators are E. L. Barney, E. A. Monfort and H. J. Knapp.

The hay crop of Iowa has been materially affected by the drought in all sections and the yield will be considerably below normal, according to Director Sage of weather and crop bureau.

The hay crop of St. Louis County, Minnesota, is an excellent one. The Jean Du Luth Co., which operates an extensive stock farm near Duluth, has 212 acres under clover and the yield is estimated at 424 tons.

Although early reports indicated that Winona County, Minn., would have a heavy hay crop, it is now declared that the crop is below normal. In fields where clover and timothy mixed were sown the clover winter-killed, leaving a light stand of timothy.

Raymond P. Lipe of Toledo, Ohio, is building an addition to his hay transfer warehouse at Air Line Junction, Toledo, Ohio. He has now a storage capacity of 250 cars and the new addition will give additional capacity for transferring 100 cars of hay daily.

At the recent meeting of the officers of the Alfalfa Meal Co., Council Bluffs, Iowa, no decision was reached regarding the contemplated removal of the plant to Omaha, Neb. As reported last month, the company has outgrown its present quarters and must secure a larger plant. Whether the new mill will be located at Council Bluffs or Omaha still remains to be decided.

The first new hay of the season to come into Springfield, Mo., arrived on June 18, for the Newton Grain & Hay Co. The price on hay at that point has been steadily increasing for several weeks, the dry weather earlier in the season being responsible for the advance in prices. The hay region to the south of Springfield is said to be in a much better condition in this respect than is the immediate vicinity. Very little hay is cut in the region immediately tributary to Springfield until along in July, and the new hay from the territory has been commanding the top price.

It is declared that a large alfalfa meal plant is to be built at Sheridan, Wyo. W. H. Manss, industrial commissioner of the Chicago, Burlington & Quincy Railway Co., who has been investigating conditions in Sheridan and vicinity for several days, says that plans have been completed for the building there within twelve months of a $75,000 plant, which will be the first establishment of its character in Wyoming. The alfalfa supply for the factory will be derived from the extensive irrigated lands in Sheridan County and thousands of acres of land which is to be irrigated in the Crow Reservation, Montana, following the opening to settlement of such lands in August.

The resolution introduced into the House of Commons at Ottawa is as follows: "That it is expedient to provide as follows with respect to the hay trade of Canada: That every person who presses hay for trade shall attach to each bale or bundle of hay so pressed, or shall print thereon, a label on which is marked distinctly and indelibly, (a) the initials of the Christian name, the full surname, and the address in full of such person; (b) the weight of such bale or bundle; (c) an indication of the quality of the hay in one of the following marks, namely: 'choice,' for hay of that quality, that is to say, of a specially faultless quality; 'No. 1,' for hay of a first grade; 'No. 2,' for hay of a second grade; 'No. 3,' for hay of a third grade. And that any person who, by himself, or through the agency of another person, violates any of the provisions of this act, shall, for each offense, upon summary conviction, be liable to a fine not exceeding ten dollars, together with the costs of prosecution, and in default of payment of such fine and costs shall be liable to imprisonment, with or without hard labor, for a term not exceeding one month, unless such fine and costs are sooner paid."

There is still considerable difference of opinion in regard to the condition of the crop of hay now commencing to ripen, says the Montreal Trade Bulletin. Dealers who have had their representatives through the country East and West and South appear to be confident that the yield will be below an average one; whilst others seem to be equally certain that it will be a fair average. There can be no doubt that the crop between here and Cornwall is very poor, as well as throughout the Ottawa Valley, but south of the river and along the North Shore and Richelieu the prospects are fairly good.

The consensus of opinion of delegates to the National Hay Dealers' Association convention at Put-in-Bay was that the total hay crop this year will not exceed 75 per cent of the average of the last ten years and 60 to 65 per cent of last year's total. The clover crop was voted a practical failure from winter killing and timothy thin on the ground and short. The quality of the hay crop, however, was reported fine everywhere except in Ohio, where it was rather weedy. The only state in the Union reporting a good hay crop this year is Maine. The Canadian crop is very light and some of the delegates had information of a short crop in England.

T. D. Randall & Co., Chicago, report July 12: "Timothy hay market continues very strong, while straw and prairie hay are inclined to be a little easy. Choice timothy quotable at $14.50 to $15. No. 1, $13 to $14; No. 2, $11.50 to $12.50; lower grades, $8 to $11.

"Choice Illinois, Indiana and Wisconsin feeding prairie hay, $9 to $10; No. 1, $7.50 to $8.50; packing hay, $6 to $7; choice rye straw, $6.50 to $7; oat and wheat, $5 to $5.50.

"Iowa, Minnesota and Nebraska prairie hay, choice, $12 to $12.50; No. 1, $10.50 to $11.50; lower grades, $9 to $10; Kansas and Indian erritory prairie dull, but not quotable lower, choice, $13.50 to $14; No. 1, $12 to $13; lower grades, $9 to $11.50."

Freeman Bros. & Co. in their market letter July 12 say: "You are making a mistake in not hurrying forward some of your good, bright prairie to our market, for Chicago is receiving very little hay—not enough for the daily needs—while stocks in dealers' and consumers' hands are at a very low ebb. Small receipts have prevailed here for months; the trade have been buying their immediate needs only. The timothy crop is about exhausted and prices have been forced to levels so high that it insures a good market for prairie hay at very good prices. We want you to let some good hays come in at once. We will sell it carefully aud realize for you every cent there is in the market. Load only dry, sound hay; don't try to ship something which is not good and merchantable. We have twenty years' experience handling hay, as you know. You never shipped a firm more ably equipped to serve you, more responsible nor more reliable. We want your shipments and will appreciate them and trust you will not delay, but will get some good hay on the way quickly. Send the bill of lading when you ship and we will make you a liberal advance on the car as soon as it arrives here.

THE NATIONAL HAY ASSOCIATION AT PUT-IN-BAY.

One of the largest meetings of the National Hay Association ever held took place at Hotel Victory, on Put-in-Bay Island, Lake Erie, July 3-4-5. The attendance was close to the 500 mark, including teu from the New England states, one hundred and twenty-two from the remaining Eastern states, three hundred and twenty-seven from the Central states, twenty-one from the South and eleven from the Western states.

The following officers were elected to serve for the eusuiug year: President, E. M. Wasmuth, Roanoke, Ind.; first vice-president, S. T. Beveridge, Richmond, Va.; second vice-president, G. S. Loftus, St. Paul, Minn.; secretary-treasurer, P. E. Goodrich, Winchester, Ind.; directors—F. D. Vorhis, Illinois; D. P. Byrne, Missouri; J. F. Costello, Ohio; D. W. Bean, New York; C. E. Noyes, Michigan.

The first session was called to order by President F. D. Vorhis of Neoga, Ill., at 10 a. m., July 3 and an address of welcome was made by A. E. Clutter, responded to by E. A. Dillenback.

The afternoon session was taken up with the reading of reports of committees and report of the general counsel, John B. Daish of Washington.

The evening session was devoted to the report of the committee on interstate commerce by Charles England of Baltimore, followed by general discussion.

On Wednesday morning, July 4, Secretary P. E. Goodrich of Winchester read his report. It showed that the Association had gained in membership, closing the past year with a total of 792.

The treasurer's financial statement showed balance last year $2,035.35; receipts during the year $4,163.48; disbursements $4,194.06, leaving cash on hand $2,004.77.

At the final session of Thursday morning, state vice-presidents made their reports.

A set of trade rules similar to those of the Graiu Dealers' National Association was read and adopted.

E. M. Wasmuth read the report of the committee on arbitration and investigation.

H. S. Grimes of Portsmouth, Ohio, read the report of the committee on resolutions, among the most important of which was one requesting railroads to furnish suitable storage at terminals; one demanding the use of larger cars for hay; one recommending a joint hay and grain committee; three members to be appointed from each of the National Hay Association and National Grain Dealers' Association, to consider and take action on things of interest common to both associations.

SELLING HAY TO PREVENT GLUTS.

C. H. Springer of Moravia, N. Y., in a paper on the "Growing and Handling of Hay for Profit," read at the National Hay Association's convention, among other things said:

"We all know a good steady market for hay is what both shipper and receiver would like; in my judgment the only way to bring about this result is to sell all your hay before shipping. This, I think, can be readily done. I have come to this conclusion, after an experience of eighteen years in the hay business, in which I have handled large quantities of hay.

"Some of the largest purchasers now, who were formerly strictly commission houses, have told me they much prefer buying their hay than receiving it on commission from various shippers, without uniform grading, who have only had a little experience in grading hay. Now, they buy the grade they sell and have it shipped direct to their customers, which obviates a great deal of trouble and expense; and if this was generally carried out, our markets would not be greatly overstocked at any time.

"People will write to have hay shipped on commission when they would not buy outright nearly as large an amount. I think dealers are more to blame for these conditions than railroad companies or receivers. If it were not for embargoes placed on shipments by railroad companies, I think shippers would get hurt more than they do now. But, of course, there ought to be some remedy whereby shippers who do not load at junction points are not discriminated against in regard to getting cars to load.

"I see no reason why hay cannot be sold at loading points, as well as grain, potatoes, apples, butter, cheese and eggs; they are all farm products and these products are all practically sold on track in the territory where we operate. I find in New York City that tbe grain dealers there, a great many of them, are buying nearly all of their grain at loading points in the country."

HAY QUOTATIONS.

The report to the National Hay Association of its committee on quotations was as follows:

"There is nothing in connection with the hay interests, either from a shipper's or a receiver's standpoint, that admits of such a wide range of possibilities as the matter of quotations. That the shipper actually needs reliable and absolutely correct information to guide him needs no argument; and to the receiver who has the interests of the shipper at heart, it is just as necessary to his welfare to seud out prices and information that will be a credit to him and bring results. Yet many an honestly written circular has been wrecked by conditions over which the sender had no control. This, however, is fully condoned by the receiver of it, except, possibly, some shipper who is not cognizant of market conditions, and whom, in any event, it would be difficult to satisfy.

"But it is not with the honestly written market report that this committee deals. It is the wildcat circulars and quotations higher than are obtainable, that this committee studies how best to eliminate. There is an old saying that a 'burnt child dreads the fire,' but it seems that it hardly applies to shippers of hay, as we find that they not only get singed, but often come back and get well roasted, and in many instances do not get a cent for their shipments.

"Again, fancy prices are sent out to catch the goods, and drop in on some dealer who, by the way, is ever ready to accept the same as authentic, and who gets into his rig and goes out and buys accordingly and sets the prices for hay for all concerned in his vicinity, which usually loses plenty of money for all.

"All the members of the committee have had an opportunity to closely study the cause and effect of quotations very thoroughly, and the chairman especially, to observe wnat uniform prices have done for New York City. About eighteen months ago, the New York Hay Exchange Association inaugurated its official quotations, and has been constantly at it ever since. It sends weekly to recognized shippers its bulletin, which is written by a trained reporter who is unbiased in his opinion, all under the supervision of a committee appointed by the Association; and we believe it meets with the hearty approval of all concerned.

"This committee recommends and suggests to this Association that it use its best efforts to induce all markets, wnenever practicable, to adopt a uniform and official circular, fully believing such a course to be a solution of the quotation problem."

In the course of the discussion on the report H. S. Grum of Portsmouth, Ohio, said: "Until we get what may be termed uniform grades on hay, it will be a pretty hard matter to get uniform quotations. From looking at tbe exhibit here I judge that some markets grade hay differently from others. I notice one bale of hay from the Cincinnati market graded No. 2, and a bale alongside of it No. 1, and another Choice. I took some St. Louis bales and compared them. The St. Louis bale graded No. 1 is not equal to the Cincinnati bale graded No. 2. I don't know why such a state of affairs should exist. I am not advertising the St. Louis market, although I have a good many friends in that city. Mr. Rogers and I looked at the bales, and he seemed to think with me that the Cincinnati bale graded No. 2 should have been graded No. 1. I am safe in saying that a great majority of the members here will agree with us when they see the bales.

"I am drawing this comparison to show you that it will be almost an impossibility to get uniform prices by sending out quotations witb grades in that condition. I may say I have No. 1 hay, and if I send it to St. Louis it will grade No. 1 there, but if I send it to Cincinnati it will grade No. 2.

"If there could be a way found to get a uniform grade, there would be no trouble in having uniform quotations."

ANCIENT ILLINOIS HAY.

A novel feature of the hay exhibit is a bale of bay forty-two years old. The hay was cut in the year 1864 and has been kept on the farm of Daniel Corrigan, a farmer near Clayton, Ill., ever since. A sworn certificate accompanies the hay in which Mr. Corrigan states that the hay was cut and put into his barn in 1864. There are two witnesses to the signature, Clara Waters and Joseph Weigand, a hay shipper of Mt. Sterling, Ill.

Mr. Weigand sent the hay by express to Dan S. Mullally of St. Louis and Dan is very proud of this curiosity. It was through the efforts of Joseph Weigand that the hay was secured and sent to the convention. Mr. Weigand tried to get the hay for the St. Louis Exposition, but did not succeed. This is its first appearance in public.—Daily Hay Reporter at Put-in-Bay.

A feature of the Rochester, N. Y., hay market has been the scarcity of prime stock. There is very little prime hay left in tbe state and New York markets have been depending on Ohio and Michigan for their supplies. There is no accumulation aud trade is fairly good. Under a moderately active demand receipts are cleaned up almost every day at prices ranging from $10 to $16 a ton. More hay has been sold this spring and so far this summer, owing to the fact that grass has been growing slowly and less has been used for feed. There is only a light demand for straw, and as a result farmers bring little to market. Prices show no change from the quotations which have prevailed for a long time. Rye straw holds its own at $18 a ton for bundled stock. Very little of this is offered for sale. The New York market has been relieved somewhat by the fact tbat considerable hay has been shipped South. Dealers prefer the western hay, as it is of a better quality than the hay which is received from New York state. Every prospect points to a fairly good crop of hay this year. Dealers think prices will be below what they are now. There is an effort on the part of shippers to get rid of what stock they have now on hand.

TRANSPORTATION

The Canadian Pacific has been offering to take wheat from Fort William and Port Artbur through to Montreal by rail at 5½ cents, the same rate as the all-water route.

H. G. Wilson, formerly foreign freight agent for the Frisco, has been appointed traffic manager for the Kansas City Board of Trade and has established himself on the fourth floor of the Exchange Building.

It is rumored from Lincoln, Neb., that Chas. T. Neal of that city has been made an assistant traffic manager for the Burlington, with headquarters at Kansas City. It is understood that he will have charge of the new Burlington Elevator there, handling the business for the Burlington traffic department.

Chairman Knapp of the Interstate Commerce Commission has informed Presideut Wattles of the Omaha Grain Exchange that the graiu rate recently announced by the St. Louis and San Francisco between Kansas City and Memphis is illegal. The rate is said to have been a discrimination of 4 cents per hundred in favor of Kansas City.

The Car Service Association of Ohio has adopted a new rule, effective August 1, limiting the time a car can be retained free for loading or unloading to 48 hours. This applies to all commodities, although under an agreement with the Ohio Shippers' Association, which expires on the above date, more time has been allowed on some commodities.

The Santa Fe has notified the Interstate Commerce Commission that hereafter it will publish through rates on grain from all points in Illinois to the seaboard. Hitherto the Santa Fe has published througb tariffs on grain from some of the principal Illinois points only, thereby, it is alleged, discriminating against the shippers at smaller points, who had to pay the local rate to Cbicago and the local beyond.

The Rock Island announced the following changes in grain rates effective July 5: From Missouri River points, proportional rates from beyond, to Chicago, wheat 10¾ cents per hundred, corn 9¾ cents. Missouri and Iowa points intermediate with southwest Missouri River points, wheat, 13¾ cents; corn, 13¾ cents. These are net rates, and no allowance will be made therefrom for transferring or elevation.

It is announced that, beginning August 1, the Chicago and Eastern Illinois will make immediate refund of the difference between the local rate collected on grain to Chicago and its proportion of the published through rate to final destination, upon presentation of the road's in-bound expense bills to the local freight agent properly certified by tbe joint rate inspection bureau when the grain is reconsigned East. This will avoid the cumbersome method now in vogue of filing a claim in the regular manner and awaiting results tbrough the claim department.

When President Stickney of the Cbicago, Great Western announced that, beginning June 22, his road would reduce the rates on grain from Mishouri River points 1¼ cents and discontinue the payment of the 1¼ cents elevation charge he started what may result in a big rate war. After an unsuccessful attempt to have President Stickney withdraw the lower rates, the other Western roads have met the cut and the only thing now to be settled is the taking care of the actual elevation charges at the Missouri River. At present this charge is paid by the railroads in all cases except where the elevation is done by the owner of the grain in his own elevator, when nothing is paid. This is not entirely satisfactory and some new arrangement will be made within a few days.

The work of completing the Sioux City line of the Burlington has been rushed in anticipatiou of a big grain business. It is expected that a large amount of wheat will go from Kansas City to St. Paul, Minneapolis and Duluth. Yearly the Northwestern, aided by the Burlington and other roads, has handled wheat from the southern territory to the north. This movement has never been very great, yet it is expected to break all records this year, and it would not surprise railroad men should a readjustment of rates take place that will turn the movement that way. With the new link between Ashland and Sioux City the Hill systems now have a direct line over which the business can be moved, and it is believed that this will be the cause of turning a great quantity of wheat northward.

BARLEY AND MALT

A good yield of barley is reported from the Gila Valley of New Mexico.

Considerable smut is reported on the barley crop in sections of Minnesota.

Richard Plischke, Vienna, Austria-Hungary, has been granted United States Letter Patent No. 825,242 on a malt germinating apparatus.

NEW BARLEY DEALERS' ASSOCIATION.

On Friday, July 6, a meeting was held in the smoking room of the Minneapolis Chamber of Commerce for the purpose of organizing a barley dealers' association.

P. G. Sukey, general manager of the North Star Malting Co., was elected president, and Mr. S. A. Dalton, of the Seidl & Dalton Co., secretary. Messrs. Stuhr of the Barnum Grain Co., W. Goetz Jr. of the Van Dusen-Harrington Co. and C. E. Griffith of the Brooks Elevator Co. were appointed a committee of three to draw up the constitution and by-laws, to be presented at the next meeting, which was held July 10.

The purpose of this Association will be to bring the barley receivers and shippers more closely together and to advertise Minneapolis as one of the most leading barley markets of the world.

From present indications, Minneapolis is expecting to handle, next crop year, in the neighborhood of 20,000,000 bushels of barley, and the new barley association will endeavor to attract exporters and consumers in general to that market for their requirements.

BARLEY ACREAGE NORMAL.

The Orange Judd Farmer's correspondents' reports indicate a normal acreage for barley—at July 1, 5,418,880 acres. Reports are made from 23 states, 13 of which, however, have less than 100,000 acres each under this cereal. The average condition of all is put at 90, against 93.5 by the government report dated June 11. The states having over 100,000 acres each to barley and the condition of the crop are given as follows:

	Acres.	Condition.
New York	112,100	91
Wisconsin	527,340	89
Minnesota	1,154,640	91
Iowa	571,230	89
Kansas	151,100	90
Nebraska	108,100	92
North Dakota	680,052	91
South Dakota	368,168	93
California	1,350,000	89
Oregon	68,000	98
Washington	141,000	94

THE BARLEY SITUATION.

The Western Brewer for June 15 says: "The following table will approximately give us an insight into the present barley situation; these figures as far as possible being from official sources:

	Bushels.
Barley crop of 1905 as per final government report	136,651,000
Exported during 1906 up to April 30	17,000,000
Leaving for home consumption	119,651,000
Fed in the country	12,000,000
	107,651,000
Deduct for seed	8,000,000
	99,000,000
We have to deduct from this last amount the barley crop of the states west of the Rocky Mountains which do not influence the barley market of the country, after allowing for home consumption and export, about	20,000,000
Leaving east of the Rockies available for malting purposes	79,000,000
From this last amount we further have to deduct for waste in screenings, dust, etc., about	6,000,000
Thus leaving fit for malting purposes	73,000,000

"Last year's consumption of beer in the United States was in the neighborhood of 53,000,000 barrels. It is probable that the consumption for 1906 will be near 58,000,000, or an increase of 5,000,000 barrels. This would require 87,000,000 bushels of malt, figuring 1½ bushels to the barrel, while the 73,000,000 bushels of barley would, figuring an increase of 12 per cent, make but 81,000,000 bushels of malt to be distributed among brewers, distillers, vinegar manufacturers and other industrial plants where barley malt is used."

SOMETHING OF IMPORTANCE TO BARLEY GROWERS.

BY DUDLEY M. IRWIN, BUFFALO.

As the new crop of barley approaches maturity, the attention of farmers ought to be called to the great importance of having the crop thoroughly ripened before cutting and then to allow the grain to go through the sweat in the straw before thrashing. There used to be large premiums paid by maltsters for white barley, and farmers have gotten into the habit of cutting their barley before it is thoroughly ripe "on the green side," as it is familiarly called, in order to secure their crop before the possibility of discoloration by moisture. Such barley does not thoroughly convert into malt, and is in this respect inferior to a thoroughly matured barley; even if straw colored, it is yet worth more to the maltster than a whitish-green barley that has not thoroughly ripened.

Nowadays the brewers will not pay the premium they formerly did for white malt. What they most desire is a large, plump-berried, thoroughly converted malt, straw-colored and uniform, which is preferred to the thin, white stuff.

It is, therefore, of first importance that farmers exercise greater care than they have in the past to allow the barley to thoroughly ripen before cutting and then to have the grain sweat out in the straw before thrashing. By this process they will obtain a crop of barley that will fetch the highest price in any market.

CONCERNING THE DRYING OF BARLEY.

The tests show that artificial drying of barley requires certain precautionary measures if the germinating power is not to suffer. Though there is no direct connection between the amount of water lost and the injury to the germinating power of the grain, the first requirement for further tests in this field, viz., the determination of that degree of dryness at which the cereal can be kept without deterioration under the various methods of storage and handling, is of the utmost importance; first, because it would not be economical to dry it any further than is absolutely necessary; and, second, because, beginning with a certain degree of moisture, the expenditure for further drying (labor, fuel, time) increases, not in proportion to the loss of water but much faster. Furthermore, according to these experiences, only those drying methods will have any prospect of general application which for each drying effect will work with the highest possible degree of heat and the least length of time, because the loss of water is controlled far more by the temperature than by the length of time of drying.

It having further been found that every drying temperature, in regard to its inflence upon the germinating power of the kernels, acts in proportion to the water content of the cereal during its application, and that, therefore, greater amounts of heat can be supplied the drier the grain is, those drying methods will have the preference, other things being equal, whose drying heat grows gradually with the degree of dryness of the cereal. These methods will also be the most economical for the reason that lesser amounts of power correspond to the higher degrees of moisture than are required for the amounts of water to be removed at later stages, for according to the tests in question it is not admissible to place the amounts of water to be removed from the grain into a simple arithmetical relation with the calories required for this purpose, analogous to the free evaporation of water.

If in the artificial drying of grain the critical temperatures which correspond to each condition of moisture are exceeded, and germinating power will be impaired to a degree increasing at a quickening rate as the drying rises and eventually encompassing the complete destruction of the germinating power. At equal temperatures the injury grows with the duration of the period of exposure to the heat, though not proportionately; rather, much more slowly.

In many cases artificial drying has an influence favorable to germination both upon grain which still remains at the point of full maturity of germinating power and upon such as has already passed the climax of germinating power. None of the drying methods applied here was sufficient to raise the germinating capacity to a point corresponding to the maximum height found by experience; so that artificial drying can neither supplant the storing of fresh grain nor completely remove the injury in the case of older grain which germinates badly. On the other hand, it is of importance that artificial drying of unstored grain can be carried out without any injury to storage ripeness at any time after the harvest, if only the relation between moisture content and effect of the heat is duly considered. It is also of importance that kernels, often found in considerable quantities, which did not attain full maturity in the field will stand artificial drying. The former experience, that the intensity of the effect of drying upon the germinating power may differ according to the individual, the test sample and the type of grain, has been confirmed by the present tests in regard to favorable as well as injurious influences.

If it is, therefore, impossible, on account of the weather, to harvest a crop which can safely be stored, or if the manner of storing and handling is particularly trying to the keeping qualities of the grain, the grain may be artificially dried, due consideration being given to all important points, even if the highest demands are made as to germinating power. Where it is necessary to be satisfied with the effects of the natural drying factors, a usable crop of good and uniform germinating power may be obtained by the observation of existing rules concerning harvesting and storage as gained by practical experience.—Kiesling, in Allg. Brauer-u. Hopfen Ztg.

FIRES--CASUALTIES

The Northern Grain Co.'s elevator at Eau Claire, Wis., burned on July 10, the loss being estimated at $20,000.

Fire in one of the coal sheds belonging to the Farmers' Grain & Coal Co. of Mason City, Ill., caused a small loss recently.

The elevator of Lewis Bros. & Co. at Lebanon, Ohio, was damaged to the extent of $1,500 by fire recently. There was no insurance.

During a severe storm on June 17 the elevators of W. W. Cargill & Bro. and W. C. Bowman, at Howard, S. D., were partially unroofed.

The Armour Elevator at Madrid, Iowa, was burned on July 9, with a loss of $100,000. A spark from the elevator engine caused the fire.

The grain elevator of the A. Waller Co. at Henderson, Ky., was damaged to the extent of $5,000 by fire on June 16. The loss was fully covered by insurance.

The Duluth Elevator Co.'s house at Emerado, Minn., was struck by lightning and entirely destroyed on July 8. There was but little grain in the building.

The hay sheds of the Richmond Elevator Co. at Lenox, Mich., containing 100 tons of hay, were burned on July 5. The loss was between $1,500 and $2,000, partially insured.

One of the bins in the Garfield Grain Co.'s elevator at Garfield, Ill., gave way recently, letting several thousand bushels of corn out on the ground. The grain was later loaded into cars.

The grain elevator of Prange & Son at Alhambra, Ill., was entirely destroyed by fire on June 21. The fire started about five o'clock p. m. and, fanned by a strong wind, made rapid headway.

The Neola Elevator at Herndon, Iowa, was burned recently. The house contained a considerable quantity of shelled corn and other grain. Some cribs and other nearby buildings were also destroyed.

The elevator at Elkhart, Iowa, owned by the Western Elevator Co. of Winona, Minn., was struck by lightning and slightly damaged on July 2. The house was struck in almost the identical place about a year ago.

An attempt was made to burn the grain elevator of Cargill Bros. at Mankato, Minn., on June 19. An unknown incendiary had attempted to start a fire in one of the loading chutes, but the effort was not successful and no damage resulted.

The Hubbard & Palmer Elevator at Heron Lake, Minn., was burned on June 17. The fire was discovered at 2:20 o'clock a. m., but before the fire department got into working condition the fire was beyond control. The loss on the building and contents was $7,500, fully covered by insurance.

The mill and elevator of the Davis & Andrews Co. at Memphis, Tenn., were destroyed by fire shortly after midnight June 28. The fire was discovered on the sixth floor of the building shortly after the mill had shut down for the night. It spread rapidly and the entire building and contents were soon destroyed. The loss is estimated at between $40,000 and $50,000, fully covered by insurance.

The large grain and hay storehouse of Henry W. Smith & Co. at West Orange, N. J., was burned on June 16. While the firemen were pouring water into the burning structure the grain commenced to swell and the sides of the building to bulge. In a short time the walls gave way and a flood of grain and baled hay poured out on the ground. The tracks of the Erie Railroad

were covered to such an extent that trains were held up for some time. Some cars on a siding were damaged. The first estimate of the loss was $80,000, although this figure is thought to be too large.

The grain storehouse of Peter L. Lappin at Ligonia, South Portland, Me., was destroyed by fire on the night of July 2, resulting in a loss of $5,000, with only small insurance. The fire started from an unknown cause and was not discovered until the main building was burning fiercely.

The Lake Shore Elevator Co.'s plant at East Ninety-ninth Street and the Lake Shore Railway tracks, in Glenville, Cleveland, Ohio, was burned last month. The elevator was a three-story frame structure covered with corrugated iron and was filled with grain and hay. The plant was insured for $11,000.

The terminal elevator at New Ulm, Minn., owned by Bingham Bros., was struck by lightning on June 29 and burned. The elevator contained 7,000 bushels of grain. The building was insured for $5,000 and a like amount was carried on the grain, but it is stated that the loss will be $7,000 in excess of insurance. The house will be rebuilt at once.

The elevator at Ellsworth, Ill., owned by Wm. Richardson, was burned on June 29. The fire started on the roof at the base of the cupola and soon gained such headway that the bucket brigade was unable to cope with it. The loss was about $5,000, with insurance of $4,000 on the building and $4,500 on the grain. The house contained about 3,000 bushels of corn and about 10,000 bushels of oats. The fire is supposed to have been started by a spark from a passing locomotive.

The Mabbatt Elevators "A" and "B" at Archer Avenue and Wood Street, Chicago, were burned June 23, entailing a loss of $300,000 on buildings and contents. The houses were frame and were owned by George A. Seaverns and under lease to J. S. Templeton, 440 Postal Telegraph Building. The elevators had a capacity of 1,300,000 bushels, but at the time of the fire contained only 60,000 bushels of corn and 40,000 bushels of wheat. The cause of the fire is unknown. There was an insurance of $106,250 on the building and $50,000 on the grain.

WHO IS A "SCOOPER?"

A certain Indianapolis firm having entered the scooping business at various points in Indiana, the question arises, who is a scooper?

In general terms a scooper is one who handles grain without any equipment other than is required to shovel grain from the farmer's wagon into cars. Such buyer may be considered regular, however, if he be located where there is no equipped dealer or if his business be so managed as not to interfere with dealers who have equipment. Where there are two dealers at a station, one having an elevator and the other none, he is a "scooper," even though he may have been the last to locate. A regular dealer should have the equipment needed to handle the business at the station, which should include bins for storing and machinery for cleaning and preparing the grain for market, it being important to the farmer that he should have a market where he can dispose of grain whatever its condition when thrashed or shelled; and of course no one with a permanent investment in equipment can successfully compete with a buyer without any such investment in plant. The regular dealer, moreover, should operate his house through the entire year and be ready to purchase grain whenever it is offered. In the Northwest many regular wheat houses are closed after the crop is marketed, but in the corn and oats country there is need of grain elevators and grain dealers at all seasons; and those buyers who appear at certain seasons only to take the cream of the crop must be held to be unfair competition, unwholesome to both dealers and to their customers.

Now, a "scooper" may be one who engages in business without equipment in competition with dealers properly equipped; or he may be a dealer who operates a regular house and also does track buying by furnishing money to farmers or others not regularly engaged in the business to buy grain. This is one of the most exasperating of unfair practices a dealer can engage in, for it is utterly demoralizing to the legitimate trade. Any dealer who practices it should be classed with the scoop shoveler he fosters and should not be recognized by dealers as fair.

Deliveries of grain, June settlements, reached about 1,600,000 bushels of wheat and 2,000,000 bushels of other grains at Minneapolis.

CROP REPORTS

Wheat harvesting is under way in the Inland Empire.

The Jones-Inglis estimate of the winter wheat yield places the crop at 420,000,000 bushels.

Corn cultivation has made good progress in Iowa and a large acreage has been laid by.

Oklahoma has harvested a large crop of oats, one estimate placing the yield at 60,000,000.

In Kansas wheat is thrashing out more bushels to the acre than farmers expected and corn is in better condition than expected a month ago.

Michigan will have about 12,000,000 bushels of wheat this year. The corn condition was 86 on July 1, as compared with 90 last month and 78 a year ago.

The Union Pacific and Burlington reports on Nebraska are bullish. The former estimates the wheat crop at 33,000,000 bushels and oats at 50,000,000 bushels.

In Ohio corn is very uneven and cutworms are doing some damage. The condition on July 1 was 85. Oats are making a poor showing, although slightly better than a month ago.

Secretary Dorsey of the Texas State Grain Dealers' Association estimates the wheat yield in Texas for the crop of 1906 at 15,000,000 bushels. The corn crop promises to run from 135,000,000 to 150,000,000 bushels.

Secretary Ellis of the Missouri State Board of Agriculture estimates the wheat crop at 30,000,000 bushels. Corn and oats both show improvement over a year ago. Oats condition is 52.7 and corn condition is 84.

The state report says that the corn acreage in Illinois is 7,698,411 acres. The condition on June 20 was 94 per cent in the Nothern division, 89 in the Central division and 81 in the Southern division, the condition for the state being 81. There has been a decrease of 15 points in oats since May 1.

C. W. Topping, secretary of the Oklahoma Millers' Association, after a careful investigation into the wheat crop, estimates that the yield this year will be 30,000,000 bushels, or an increase of 19,000,000 bushels over last year. The harvesting has been finished, and, although there is a shortage of thrashers, the crop will be disposed of in good season.

The Crop Reporting Board of the Bureau of Statistics of the Department of Agriculture finds, from the reports of the correspondents and agents of the Bureau, as follows: Preliminary returns show the acreage of corn planted to be about 95,535,000 acres, an increase of about 1,524,000 acres, or 1.6 per cent, as compared with the estimate of the acreage planted last year. The average condition of the growing crop on July 1 was 87.5, as compared with 87.3 on July 1, 1905, 86.4 at the corresponding date in 1904, and a ten-year average of 86.4. The following table shows for each of the states having one million acres or upward in corn the acreage compared with that of last year, on a percentage basis, and the condition on July 1 of this year and of the two preceding years, with the respective ten-year July averages:

States—	Acreage Compared with Last Year.	Condition July 1. 1906.	1905.	1904.	Ten-Year Average.
Illinois	100	90	93	87	88
Iowa	103	96	88	86	88
Nebraska	101	84	85	86	88
Kansas	101	85	95	75	88
Texas	106	73	77	92	77
Missouri	100	86	95	78	86
Indiana	101	86	87	88	89
Georgia	101	89	87	86	84
Kentucky	100	91	95	89	90
Tennessee	98	91	89	94	88
Ohio	101	86	82	85	85
Alabama	103	91	86	88	85
North Carolina	101	91	88	91	90
Arkansas	101	89	78	90	84
Mississippi	105	91	73	91	82
Indian Territory	107	90	86	96	88
Oklahoma	105	93	93	96	91
South Carolina	103	86	74	91	84
Virginia	100	91	95	93	91
South Dakota	103	87	83	87	87
Minnesota	99	80	82	79	84
Wisconsin	99	87	82	83	86
Pennsylvania	100	91	92	85	87
Louisiana	107	79	72	90	82
Michigan	102	90	81	72	83
United States	101.6	87.5	87.3	86.4	86.4

The average condition of winter wheat on July 1 was 85.6, as compared with 83 last month, 82.7 on July 1, 1905, 78.7 at the corresponding date in 1904, and a ten-year average of 79.4. The following table shows for each of the states having one million acres or upward in winter wheat the condition on July 1 of this year and of the two preceding years, and that on June 1, 1906, with the respective ten-year July averages:

States—	July 1, 1906.	June 1, 1906.	July 1, 1905.	July 1, 1904.	Ten-Year Average.
Kansas	75	74	80	83	80
Indiana	90	80	95	63	70
Missouri	86	78	80	83	77
Nebraska	87	86	92	89	87
Illinois	89	78	84	83	70
Ohio	89	86	90	60	72
California	90	85	64	70	77
Pennsylvania	93	91	96	79	84
Oklahoma	86	90	65	69	83
Texas	83	87	66	72	78
Michigan	70	75	96	57	72
United States	85.6	83	82.7	78.7	79.4

The average condition of spring wheat on July 1 was 91.4, as compared with 93 last month, 91 on July 1, 1905, 93.7 at the corresponding date in 1904, and a ten-year average of 88.2. The following table shows for each of the five principal spring wheat states the condition on July 1 of this year and of the two preceding years, and that on June 1, 1906, with the respective ten-year July averages:

States—	July 1, 1906.	June 1, 1906.	July 1, 1905.	July 1, 1904.	Ten-Year Average.
Minnesota	89	91	87	94	87
North Dakota	93	95	92	95	86
South Dakota	91	95	91	97	89
Iowa	94	95	91	92	92
Washington	100	92	102	88	94
United States	91.4	93	91	93.7	88.2

The average condition on July 1 of spring and winter wheat combined was 87.8, as compared with 85.8 on July 1, 1905, and 84.5 at the corresponding date in 1904. The amount of wheat remaining in the hands of farmers on July 1 is estimated at about 46,053,000 bushels, equivalent to about 6.6 per cent of the crop of last year. The average condition of the oat crop on July 1 was 84, as compared with 86 last month, 92.1 on July 1, 1905, 89.8 at the corresponding date in 1904, and a ten-year average of 89.4. The following table shows for each of the principal oat states the condition on July 1 of this year and of the two preceding years, and that on June 1, 1906, with the respective ten-year July averages:

States—	July 1, 1906.	June 1, 1906.	July 1, 1905.	July 1, 1904.	Ten-Year Average.
Iowa	86	94	94	89	92
Illinois	73	75	89	86	89
Wisconsin	95	95	96	93	92
Minnesota	94	93	94	95	90
Nebraska	73	87	87	95	93
Indiana	63	60	97	89	94
New York	91	94	96	95	93
North Dakota	96	95	93	94	85
Pennsylvania	88	82	96	96	91
Ohio	76	76	94	95	92
Michigan	94	92	91	86	92
United States	84	86	92.1	89.8	89.4

The average condition of barley on July 1 was 92.5, against 93.5 one month ago, 91.5 on July 1, 1905, 88.5 at the corresponding date in 1904, and a ten-year average of 88.2. The average condition of winter rye on July 1 was 91.3, as compared with 92.7 on July 1, 1905, 88 at the corresponding date in 1904, and a ten-year average of 90.1.

SPONTANEOUS COMBUSTION.

Damp lampblack will ignite from the sun's rays. The same can be said of cotton waste moist with lard or other animal oil. Lampblack and a little oil or water will under certain conditions ignite spontaneously. Nitric acid and charcoal create spontaneous combustion. New printers' ink on paper when in contact with a hot steam pipe will ignite quickly. Boiled linseed oil and turpentine in equal parts on cotton waste will ignite in a few hours under a mild heat, and will in time create enough heat to ignite spontaneously. Bituminous coal should not be stored where it will come in contact with wooden partitions or columns or against warm boiler settings or steam pipes, says a writer in Cassier's. This coal should not be very deep if it is to be kept on storage for a long period. If piled in the basement of a building it should be shallow and free from moisture, and under good ventilation. That liable to absorb moisture should be burned first. If on fire, a small quantity of water showered on this kind of coal cokes it upon the top and retards any great supply of water reaching the fire, thus necessitating the overhauling of the pile. Iron chips, filings or turnings should not be stored in a shop in wooden boxes. The oily waste which is not infrequently thrown among them adds to the danger of fire from this source. The sweepings from the machine shop, if kept on hand, should never be placed over iron shavings. This mass of disintegrated iron is enough to incite heat and combustion. Iron and steel filings and turnings, when mixed with oil, will ignite spontaneously after becoming damp. A steam pipe against wood will cause the latter to ignite spontaneously after being carbonized, particularly if superheated steam enters the pipe, thus increasing the heat temperature.

SEEDS

The Rohe Seed Co. has succeeded the J. A. Dieckman Jr. Seed Co. of Cincinnati, Ohio.

Work is under way on the seed warehouse of the Barteldes Co. at Sixteenth and Wynkoop streets, Denver, Colo. The building, which will cost $50,000, will be 50x125 feet in extent, with five stories and basement. The structure will be the heaviest in Denver, each floor being calculated to carry a pressure of 600 pounds to the square foot. Mill construction will be used throughout. The offices will be on the second floor, connected by bridge with the Sixteenth Street viaduct. The exterior will be of dark red pressed brick, with red stone trimmings. The building will be completed September 1.

Continued large receipts of flaxseed at the head of the lakes have been surprising, according to the Commercial Record of Duluth. Months ago it was said that seed was practically all in and when, in April and May, country elevators did clean out to avoid taxes, it was affirmed with great positiveness that the run was over with. But it seems not, and even the present run is not over with. The present large receipts are the spring marketings, after seeding, and it is doubtful if any single elevator in the Northwest has been able to ship as much grain during June as they took in, consequently it is fair to assume that the movement will continue for some time to come, possibly until August 1. It is hardly correct either to say that all of the seed now in country elevators is taken care of by sales of July or "to arrive." That is probably true of the line houses, but the bulk of the spring marketings have gone to the farmers' and independent houses, and it is a well understood fact that the bulk of the grain from those sources is for sale the day it arrives at a terminal.

SEED DEALERS IN CONVENTION.

The twenty-fourth annual convention of the American Seed Trade Association was called to order for a three days' session in the Boody House, Toledo, on the morning of June 26, with President W. H. Grenell of Saginaw in the chair.

The opening session was devoted to the reports of officers and committees. In the afternoon the convention adjourned to the floor of the Produce Exchange, the convention hall of the hotel being too small to accommodate the large number of delegates present.

A number of interesting papers were read during the meeting, and considerable important business was transacted. New officers were elected as follows: President, Henry W. Wood, Richmond, Va.; first vice-president, Charles Burge, Toledo; second vice-president, G. B. McVey, Birmingham, Ala.; secretary-treasurer, C. E. Kendel, Cleveland, Ohio; assistant secretary, J. H. Ford, Ravenna, Ohio.

A banquet was held on the evening of July 27, covers being laid for 250. The convention adjourned on July 28 after selecting New York as the next meeting place.

[For the Indiana Grain Dealers' Association.]

UNREASONABLE DELAYS IN TRANSIT AND AT TERMINALS.

BY A. F. FILES, MUNCIE, IND.

In the days when the Clover Leaf Railroad was young, Tom Morrisson waited at Kokomo for a train that was a couple of hours late. When the train finally arrived he was in a sarcastic mood, and said to the conductor: "How long have you been on the road?" "Four years," replied the conductor, swelling with pride at his long service. "Well, blankety blank, you must have got on as far back as Marion, then."

We see through different eyes. What had seemed a long time to Tom was not an "unreasonable delay" from the viewpoint of the conductor. Any position I take to-day on this subject of "Unreasonable Delays" may appear at variance with the position the railroads might assume on the same proposition, yet neither of us be beyond reason in his contention. The railroads have troubles that make them assume the offensive on any claim that may be presented. On the other hand, I have but to turn to ledgers covering the limited amount of business our one firm has done in the four years that we have been in Indiana to find unpaid and pending claims against the railroads amounting to more than $1,100, more than half of which is for loss and damage to grain because of "Unreasonable Delay in Transit and at Terminals."

On March 4, 1903, we shipped car No. 14969 from Radley, on the C. I. & E. Railway, to Philadelphia, and forty days later it arrived at destination hot, and was settled for at 20 cents discount. On the same date we started car No. 4437 from Matthews, by same routing to same destination, and it arrived in good condition in about thirty days. We made claim for the damage, amounting to $232, and in due course received notice that our claim had been refused; that the delay was not unreasonable; and that the railroad had taken the car to destination as rapidly as it could under prevalent conditions. We quoted them car No. 4437 that had started the same day and made the same distance by the same routing in ten days' less time, and suggested to them that it would be a difficult matter to convince a jury of Indiana farmers that forty days was a reasonable time in which to do that which they had been able to accomplish in thirty days under identical conditions. They then contracted a severe case of "50 per cent complaint," but got over it; and finally we agreed on 75 per cent as basis for settlement. We have claim against the Big Four on a car that was thirty days on the road between Muncie and Buffalo. The company has not yet told us whether this was handled as rapidly as possible under the circumstances. The claim has only been out about six months and we are not so unreasonable as to expect any action on it inside of another six months.

The Virginia Railroad Commission has ruled that a car of freight must be carried forward at not less than fifty miles per day, while North Carolina specifies fifty miles per day as the rate for the first three days and twenty-five miles thereafter. These figures are so low as to be only nominal, as we all know that if the car is kept in motion under ordinary conditions it must make much better time than that. It would seem to me that a minimum of one hundred miles in twenty-four hours would be a limit to which no railroad could object. That is a speed of only about four miles an hour, which would be accelerated to only eight miles an hour by allowing twelve hours out of twenty-four for switching and necessary division point and junction stops.

The distance from Indianapolis to Buffalo, N. Y. C. Lines, is 466 miles; Kokomo to Buffalo, Clover Leaf and Nickel Plate, 451 miles; Indianapolis to Baltimore, Pa. Ry., 708 miles; Logansport to Baltimore, Pa. Ry., 724 miles; Indianapolis to Philadelphia, Pa. Ry., 728 miles; Logansport to Philadelphia, Pa. Ry., 744 miles; Indianapolis to New York, N. Y. C. Lines, 895 miles; Indianapolis to New York, Erie Dispatch, 912 miles; Frankfort to New York, N. Y. C. Lines, 911 miles. At eight miles an hour for twelve hours in the day a car should be but a fraction over four days in transit from Indianapolis or Kokomo to Buffalo. It should be only seven days from Indianapolis to Baltimore, and but about seven and a half days from Logansport to Baltimore. Eight days should suffice from any point in Indiana to Philadelphia, and not more than nine days should be required to reach New York. That these figures are not unreasonable is evidenced by the fact that many of our cars do make this kind of time, and some even better. Track buyers are not infrequently called upon to pay demurrage on cars that have reached destination before the bill of lading attached to draft comes to consignee through the circuitous route of bank correspondence.

But these unreasonable delays do not always occur while the car is in transit. I have in mind a car that was loaded for us by one of the most careful firms with whom we do business. The car was placed Thursday afternoon by the local and loaded Friday, but not early enough to catch train out that day. Saturday the local crew claimed their engine was disabled and left the car standing at the elevator until Monday afternoon. The car made fair time en route, but arrived at a point west of Philadelphia hot.

I contend that the shipper has unquestionably good ground for claim for any damage in transit. The railroads establish car service rules; and if our customer had suffered an accident at his elevator, necessitating a shutdown of three or four days, he would have been assessed demurrage regardless of the fact that the accident might have been chargeable to no negligence of his. When he ordered the car he knew the rules of the railroad regarding the placing and loading of cars, and tentatively entered into a contract under those rules. He must abide the consequences, and the railroad is not slow to remind him of that fact. Why, then, shall he not be equally stern and require the railroad company to carry out the contract it has made with him when it receipts for his car and agrees to carry it forward to destination? A rule that is good for the elevator owner to do business by should be equally good when applied to the party by whom it is formulated. If a railroad establishes a rule making a maximum of time we shall be allowed possession of a car for loading or unloading and makes that limit as low as possible under favorable conditions, with no provision for accident or inclement weather, is it illogical for us to insist on a maximum of time for transit and delivery of this same car, while it is in possession of the railroad, and exact payment for loss to us by delays beyond such time limit?

Nor must we overlook the fact that there are unreasonable delays at times at terminals as well as in transit, as many of us can attest who shipped corn the past winter and spring. I have but to refer to the record at Buffalo, where car after car was inspected in the yards and from three to five days later reinspected at the elevator, to awaken sad memories in every shipper to that market. Our ex-president, Mr. Wood, and secretary, Mr. Brafford, tell of yards full of loaded cars at Baltimore and switches full clear back to Harrisburg. If it only took two hours waiting at Kokomo to make Tom Morrisson sarcastic, is it any wonder the corn got hot through and through, switched out, two or three weeks, on a lonely siding in Maryland? When we bring in claim for damage, we are met with a denial of liability by the railroad and an excuse by the terminal elevator that it was overloaded with business and could not handle the shipment sooner. The cold hard facts in the matter are these: When we sell our grain to a firm in Buffalo, "Buffalo weights and inspections," it is an unwritten part of the contract, but none the less binding, that the grain is to be graded, unloaded and weighed promptly on arrival at that market. Any loss or damage accruing because of failure to fulfill this part of the contract, for any reason whatsoever, should be borne by the purchaser, just as much as the seller should bear any loss that may fall to purchaser from failure to fulfill his part of the contract in loading or billing the grain from his elevator. If we have sold more grain for five days' shipment than we can possibly load out in that time, and the market should decline, no excuse that we were overworked would avail to save us cancellation or discount on that part of the contract unfilled. We should have known more than to oversell. Why, then, is it not good reasoning for us to demand the same treatment from the terminal elevators that they demand of us? Why not hurl back into their teeth, "You should have known more than to overbuy?"

A like principle may apply to the railroads. If they accept stuff for transit beyond their capacity, they should stand any damage that may accrue because of any delays beyond a reasonable time allowance. As stated before, it is a poor rule that works only one way. The railroads demand that we load our cars within what they call a reasonable time. May we not with equal right demand that they perform their part of the contract and take the car to destination within a reasonable time, or pay any loss or damage that may be caused by such delay?

It may be argued that we should make allowance to the railroads for periods of congestion; but I claim they should not contract for more business than they can handle with reasonable promptness. Railroad managers are men of long experience, and certainly should be able to use a little judgment in soliciting and receiving business. Embargoes have been issued with good effect; and while it might seem a hardship to us to have a railroad refuse to take our grain for a few days, or even weeks, until it could be properly handled, who of you will not agree with me that such a condition would have been far better for us while handling the late lamented corn crop than the long delays in transit we endured? And in this contention, I apply to the railroads no principle to which we as individual elevator owners do not subscribe. If we receive grain beyond our elevator capacity and beyond our car supply, and for want of storage room pile a lot of our surplus on the ground, do we ask the railroad company or the farmer to stand the loss on grain damaged by such handling? It is our business to stop receiving grain when our storage room is full to a point where we cannot take more without endangering it because of a lack of ability to give it proper care.

There is hardly a phase of this question of "Unreasonable Delays in Transit and at Terminals" that may not be covered to the advantage of the elevator owner by applying to the railroads simple rules that they themselves have formulated and enforced against the shippers. The trouble is that the railroads apply all sorts of restrictions to shippers and try to avoid any restrictions upon themselves. They print a lot of words upon their bills of lading that are of little force in courts of justice, yet are all effective when our claim is so small that it is cheaper lost than carried to court. Capable and broad as railroad managers are, they have seen through a glass darkly in the application of drastic rules to the shipping and traveling public. They have digged a pit and fallen into it. When they tell you forty days is a reasonable time to transport a car from central Indiana to Seaboard, they have deliberately lied to you, hoping thereby to save a few dollars, and in so doing they have made you a partisan in support of national railroad regulation. If this sentiment has grown to be an

overwhelming force, the railroad managers can blame none but themselves. The people do not demand justice when there is no injustice.

Yet withal we should look at this matter, as at all others, from that charitable standpoint we would have the railroads occupy in their dealings with us. In making your claim, square it by the Golden Rule, and then go ahead. You cannot afford to do otherwise. This great nation of ours is fast approaching the time when right shall prevail, rather than might—the "Era of the Square Deal." Individually we are weak; but the time is rapidly nearing when one man with right on his side shall be mightier than a score in the wrong.

Having decided that in your claim you are not asking what is not backed by right and justice, use care in preparing your papers. Use a memorandum blank or one of your invoices, and charge the railroad on which your shipment originates the actual loss, found by computing the value of your car at sale price had it gone through in good condition, and deducting the actual returns. Furnish proof of your contention by attaching either original accounting from receiver, or certified copy; a copy of your invoice at time of shipment; certificates of outturn weights; certificate of weights in at time of loading; paid freight bill, and duplicate bill of lading. If in billing out your car you have furnished the agent actual weights you will not be in the embarrassing position occupied by claimant who has underbilled his loads. It might be well instead of furnishing any original papers, such as original accounting, original freight bill and original certificates of weight and inspection, to use attested copies, and preserve the originals to be used in case you might wish to enter suit, upon refusal to pay claim by the company. A claim put up in this shape will usually receive attention from the claim agent of your line and result in a proposal for compromise settlement, and probably in a final adjustment that will be better than a fight in court.

In conclusion, let me summarize. It is not unreasonable for us to demand that our cars go forward at minimum rate of one hundred miles in twenty-four hours and to account longer time than that as unreasonable. Not to exceed two days should elapse at the terminal before the car should be unloaded, graded and weighed. We are not unreasonable in demanding that any loss or damage resulting from delays in transit or at terminals longer than these be chargeable to the carrier or receiver as the case may be. On the other hand, it is equally incumbent on us to see that the grain is well cleaned and in condition to carry within the limit prescribed; to refuse bad cars that show weakness and liability to get out of order; to time our work so the loaded car need not stand on track long before a train can take it, if on time; to see that the bill of lading and memorandum of shipment is in hands of the receiver before the car reaches destination, and in any other way that may come within our province to assist in prompt transit and delivery. Be not unreasonable ourselves and we are fortified in our demand for abatement of "Unreasonable Delays in Transit and at Terminals.'

SOPHISTICATION IN INDIA.

A recently published letter explains to the British wheat buyer the cause and the manner of the habitual adulteration of Indian wheat shipped to English importers and millers. The writer says:

"In Canada, the United States, Argentina, and probably also in Egypt and Russia, the wheat is cleaned in thrashing machines. In India and throughout the East it is thrashed by being trodden out under the feet of oxen in the open field. It stands to reason that by this method there must be a large admixture of dirt, of simple field earth, with the wheat.

"The recognized proportion of dirt allowed by English millers is 5 per cent. Hence it is the common practice of Bombay merchants engaged in the wheat trade to keep in their warehouses on the Port Trust, Bombay, two sets of machines. All their wheat as it arrives in the warehouse is sampled. That which contains more than 5 per cent of dirt is first put through the cleaning machine to get rid of the dirt. This cleaned wheat is then put through the mixing machine, where it receives its exact 5 per cent of dirt and is then ready for the wheat market in Europe."

The correspondent says that it is this system which prevents elevators being erected in Bombay and the wheat as it arrives by train being delivered direct on board the steamers. But, he adds, the reform needed is for the millers in Europe gradually to reduce their allowance of dirt until it is abolished altogether. "As long as millers in Europe deduct 5 per cent for dirt, so long will they get it. Eastern wheat shippers cannot be expected to lose 5 per cent on each shipment, and therefore they add the deficiency of dirt in each sample as it arrives."

IN THE COURTS

Edward C. Paull, grain dealer of Taunton and Boston, is in the bankruptcy court at Boston, Mass.; claims aggregate $132,220; assets, $89,178. The banks are the heaviest creditors.

On June 22 A. J. Cummings at Minneapolis obtained a judgment against Edwards-Wood Co. for $6,548.33, the complaint being that the defendant company made statements with intent to injure the plaintiff Cummings' business.

The Supreme Court of New York, appellate division, affirmed a judgment for $52,000 against Joseph Leiter in favor of Wilhelm E. Zeller. The action was to force payment of a promissory note dated December 15, 1898, given by Leiter to the Allen-Grier-Zeller Company, payable in three years, with interest at 3 per cent, which was subsequently transferred to the plaintiff for value received before maturity. The defense set up that the plaintiff was a member of the payee firm and knew that the note was given in liquidation of a wagering contract arising out of the taking of options to buy or sell grain at a future time, without an intention that the commodity should be delivered. The court, in upholding the trial court judgment opiuion, says that the statement from which the balance was struck was not invalidated because it may have contained illegal items.

Geo. B. Gordon of Fairbury, Ill., was appointed receiver for the Weston Grain Co. of Weston, Ill., on complaint of O. O. Dillon, who alleged that the Weston Grain Co. was incorporated on February 5, 1904, for the purpose of buying and selling grain and other produce; that the company built an elevator and began business under the management of Henry Schoenfeldt; that a recent examination of the books shows that said Schoenfeldt is indebted to the company for money appropriated to his own use without the knowledge of the company to the amount of more than $7,000; that said Schoenfeldt has been speculating on the Board of Trade and that the company through whom he has been speculating claim that the Weston Grain Co. is indebted to it in a sum in excess of $5,000; that the company is in debt to other parties in the amount of $20,000, and has in the elevator grain to the amount of $9,000 and accounts of $4,000, which consist of notes held as collateral by parties from whom the company has borrowed money.

BILLS OF LADING AS COLLATERAL.

[From a paper read by Lewis E. Pierson, president of the New York National Exchange Bank, at the thirteenth annual convention of the Virginia Bankers' Association, held at the Hotel Chamberlain at Old Point Comfort, Va., on June 15.]

The problem of providing facilities for the transportation of merchandise has taxed the ingenuity of man from Adam to the present time; and as with each generation improvements have increased, so have the details and perplexities of the problem. Many centuries ago our forefathers gave rough documents as evidence of the receipt of goods to be transported from one place to another, and the evolution of these receipts has gradually brought the bankers into the situation, as lenders on such documents.

Years ago this loaning was confined exclusively to receipts issued for ocean transportation, but with the advent of railroads and their receipts, shippers began soliciting loans from the banks on these documents, or bills of lading, as they are to-day called.

On ocean bills of lading advances in almost every case are made through the purchase of drafts, bearing the shipper's endorsement and accompanied by documents which include, in addition to the bill of lading, an invoice of the value of the goods and insurance policies.

Inland bills, however, come to the banks in three ways: First, attached to drafts received for collection, no loans being requested; second, through the purchase of shipper's drafts attached to bills of lading bearing his endorsement, but unlike ocean drafts, the domestic drafts are not accompanied by insurance policies and but seldom by invoice papers; third, at points of destination by direct loans on bills of lading, obtained through the payment by the borrower of drafts to which the bills of lading were attached.

In the short space of time since the railroads entered into the transportation of merchandise, the practice of loaning on inland bills of lading has developed to such an extent that to-day, through almost the sole medium of loans on inland bills of lading our bankers are financing the entire cotton crop, nearly all of the grain crops, as well as dried fruits, hides, tobacco, dairy produce and other agricultural products, too numerous to mention; as well as shipments of ore, machinery, wool, lumber, canned goods and manufactured products, a total of $2,500,000,000 being a conservative estimate as to the amount advanced by the banks yearly on bills of lading.

Certainly from these facts no fair-minded person will doubt that the acceptance by the bankers of these documents as collateral has contributed largely to the wealth of our whole country, as well as to the individual prosperity of farmers, shippers and railroads.

It can therefore be readily seen how vital it is for the continuance and growth of these benefits that the interests of loaning banks be protected, as they rightfully should be, so that in case of non-payment they can obtain possession of the goods represented by the bills of lading.

With the ocean bills of lading the responsibility for proper carriage and delivery is a rather simple proposition, involving but one carrier from point of issue to destination; the documents being accompanied by further protection in the shape of insurance policies. The ocean carriers, however, years ago began to find the common law liability too onerous and gradually inserted clause after clause in their bills of lading to exempt themselves from liability under certain conditions. Where loss occurred the insured found it more convenient to collect direct from the underwriters, they having received a premium and their policies covering not only ordinary marine risks, but risks for which the responsibility of the carrier was uncertain. The underwriters, however, in attempting to collect from the carrier, were subrogated by the courts to any right of action which the insured had against that carrier, and it was often difficult to determine without litigation whether the carrier's responsibility was or was not relieved by some of the exceptions noted in the bill of lading.

As a result of these conditions after protracted negotiation between the shippers, carriers and underwriters, Congress in 1893 passed the Harter Act, which in effect prohibits the shipowner from inserting in bills of lading any agreement relieving him from liability for negligence, in storing, loading or proper delivery of the goods, or any clause weakening, lessening or avoiding his obligation to exercise due diligence to properly equip his vessel and make it seaworthy. It further provides that should the shipowner exercise due diligence, his vessel be seaworthy, properly manned and equipped, he is not responsible for faults or errors in navigation or management. Another clause requires the shipowner to issue a bill of lading which shall specify the apparent condition and marks of the goods shipped; and a further clause provides a heavy penalty for the violation of any provisions of the Act.

With regard to inland bills of lading, however, there is at this time a lamentable chaos. These bills are not accompanied by insurance policies and banks loaning upon them in case of loss find themselves in a position similar to that forced upon the underwriters on ocean bills, prior to the enactment of the Harter Act. Where the shipper is responsible, recovery can be made; but in the numerous cases growing out of fraudulent practices of shippers, or others obtaining advances from the banks on bills affected in some way by fraud, the banks' sole recourse is upon the carriers. Recovery from the carriers, however, is an altogether different proposition, bitter experience, through litigation in nearly every state, having proven, in the majority of cases, the inability to recover from the carrier either the identical goods or their value. The railroads claim that the order clause in their bills of lading was inserted for the convenience of the shipper, in connection with his C. O. D. selling method; and was simply to control the goods, until the purchaser paid the draft drawn against the sale, and took up the bill of lading attached. Acting therefore upon the theory that goods would not be delivered except upon surrender of the bill, and the further theory that the order clause carried to the transferee the security of the goods, banks and shippers from the confidence gained through centuries of successful loaning on ocean bills of lading have for years established the custom of loaning on inland bills of lading. The shipper who pledges his bill to a bank has always intended and believed he does transfer to the loaning bank his title to the goods and his contract with the railroad; and the banks feel they have received from their shipper such title and transfer; but years of experience and costly litigation, notwithstanding attempted corrective state legislation, have brought us to a realization that this condition does not and cannot exist with the document now in use.

Now let us see just why this is so. And to properly understand the condition, it will be necessary to take up the various forms of inland bills of

lading at present issued by the carriers, the principal of which are: (1) The shipping receipt; (2) the straight bill of lading; (3) the order bill of lading: (4) the lake bill of lading; (5) the combined inland and ocean bill of lading; (6) the live stock special contract bill.

The shippig receipt is a simple form of acknowledgment that goods have been received, and are to be conveyed to a certain destination and delivered to parties named therein. It is not intended, nor in any manner whatever to be considered, as being negotiable or as holding the goods represented.

The straight bill of lading is practically the same as the shipping receipt, but is a more pretentious document, providing through numerous clauses printed on its reverse side many waivers of liability under certain conditions, and until the word "order" shall be inserted on its face, it also makes no pretention of being negotiable, or of holding the goods until surrender of the document.

The order bill of lading is a straight bill of lading given certain qualities of negotiability and attributes as collateral through the wording of clause 9 on the back thereof, which clause provides that where the word "order" is written on the document, the surrender of the bill shall be required when the goods are delivered; this clause being generally supposed to make the bill negotiable.

The lake bill has the attributes of an order bill, but in most cases also has a clause inserted thereon such as "Care Consignee, John Doe, Buffalo," which permits the lake carrier to deliver the goods to the care consignee, take his receipt for the same, and thereby be released from all liability in connection with the shipment. As the care consignee is in 80 per cent of the cases the direct agent of the shipper, the goods are thereby returned direct to the shipper's control, even though the bill of lading may still be held as collateral by the loaning bank, and investigation has shown that a very small number of bankers who are loaning on these documents are aware of this dangerous condition.

The combined inland and ocean bill is issued by a railroad from an interior point, and provides for delivery of shipment at a domestic ocean port to an ocean carrier, for transportation to a foreign port, without the issue of a new bill by the ocean carrier; and contains a waiver of liability on the part of the railroad, after its delivery of the goods on the dock of the ocean carrier, which results in there being a period of more or less length, when there is absolutely no responsibility for the proper care or custody of the goods.

The uniform live stock contract is issued to cover transportation of live stock, and is a straight bill of lading with numerous special restrictions covering the handling and care of cattle en route, and limits the amount of damages that can be collected on the different kinds of stock; all live stock being billed direct to the stock yards in care of person who is to receive same.

ABUSES IN ISSUING BILLS OF LADING AND LOSSES.

The issuing inland carrier, in its desire to facilitate detail for itself and its shipper, has adopted the custom of furnishing blank forms to the shipper which he is expected to fill out and present with the goods to the railroad agent for signature. This has led to all sorts of abuses in the drawing of the document, so that it is rare for one not to be drawn in pencil or in any form which cannot be readily altered. And the carrier at destination, having received the goods at the hands of several intermediary carriers, has adopted equally loose methods for the proper taking up of the document, upon the delivery of the goods. The forms are of many colors, shapes and sizes; the inland bill representing possibly the most carelessly drawn commercial document in use at the present time, and it is hard to conceive how bankers, otherwise regarded as most careful in their transactions, have ever been induced to loan their money on such slipshod unsafe documents.

Careful investigation has proven that when losses have occurred, they have come to the banks almost invariably as the result of fraud which has been easy of accomplishment through the loose methods of the railroads in issuing and taking up the documents; and there is every evidence that fraud is growing more frequent as, through the bankers' ignorance of the dangers in loaning on bills of lading, the possibilities of imposing upon their credulity becomes more and more known to unscrupulous persons. There are many ways in which these losses have occurred, the most frequent of which has been through the delivery of the goods at destination without taking up the bill of lading, the most serious loss from this cause being that incurred by the Merchants' National Bank of Baltimore, which was to the extent of $84,000.

Another cause has been through the fraudulent insertion of the word "order" on a straight bill of lading, so that the delivery carrier has no notice that the documents are to be required before giving up the goods. There are any number of losses reported from this cause, many of which amount to as high as $25,000.

Another cause is through forged bills of lading, this being easily accomplished from the fact that the blank printed forms are furnished shippers, so that details can be filled out and the documents then receive the railroad agent's signature, which leaves it but a small matter for an unscrupulous person to go one step further and forge the railroad agent's name. Against this the bankers cannot guard without verifying the issuance of each document offered, a condition which would prohibit their handling this class of business. The most serious recent losses incurred through this cause were the celebrated Harroun forgeries, wherein bankers in the neighborhood of Kansas City suffered to the extent of $140,000.

Another cause is where the original amount of the shipment has been raised, this being easily accomplished through the loose manner in which these amounts are now noted on the documents. There are any number of losses from this cause, fortunately none reported exceeding more than a few thousand dollars, probably owing to the fact that the value of shipments in a single car does not exceed a moderate amount.

Other losses are caused by the issuing of fictitious bills by freight agents in collusion with shippers; and still others have arisen from the issuing of duplicate bills of lading, with instructions for diversion of the shipments to a new destination. These losses are increasing in number and amount, and when met always fall heavily upon a single institution, so that no average of loss, however carefully gathered, could fairly represent the risk to individual banks.

TREND OF DECISIONS.

Among the many recent sweeping decisions, which have cut the ground from underneath the feet of bankers who have looked upon the bills of lading as security, is one rendered last month by the Supreme Court in the state of Washington, in the case of Roy & Roy against the Northern Pacific Railroad. The effect of this decision is to practically take away from bills of lading all value as security for advances, unless a representative of the loaning bank can personally certify that the goods represented in the bill of lading were actually received by the railway company. The court decided that a transportation company cannot be held for its own bill of lading, issued by its authorized agent, even against an innocent purchaser thereof, if it can show that the goods were never actually shipped.

In Alabama, Mississippi and North Carolina the supreme courts have held that banks purchasing or advancing money on drafts to which bills of lading are attached take over the position of the shipper, and therefore are guarantors of the quantity and quality of the goods represented by the bill of lading.

In cases against the railroads for the value of goods delivered to the holder of a bill of lading, without the surrender of the bill which was subsequently negotiated to a bank, there are decisions adverse to the banks, based on the theory that the original contract between the carrier and the shipper had been fulfilled and terminated by the delivery of the goods at destination, and that in spite of the order clause in the bill of lading, the loaning bank could not take over the shipper's position in the contract, and therefore had no standing under which they could rightfully recover.

We, therefore, see that the courts on the one hand say, where the goods are delivered without the surrender of the order bill, the bank holding such bills does not acquire the shipper's title and cannot recover damages from the railroad.

On the other hand the courts say that the banks do step into the shipper's shoes and are liable to the payer of a draft, where the condition and quality of the goods is not in accordance with the contract. A very simple and pertinent case of "tails we lose, heads you win," leaving the banks out of pocket whatever way the game is played.

PRESENT LEGISLATION.

Now, let us see what legislation has been enacted with an idea of making these documents bankable security.

Other than the Harter Act on ocean bills, Congress has taken no action; and in thirty-three states there seems to be no legislation affecting the transfer of bills of lading as such, while in twelve states legislation has been enacted attempting to confer upon bills of lading the attributes of negotiability for the purpose of securing their free transferability. All of the acts vary in their provisions. The general effect of these efforts to increase negotiability through legislation seems to have been to create a doubt as to the validity of a transfer, and after numerous decisions in almost every state, it is evident that the interpretation placed by the courts on the various statutes purporting to confirm the negotiability of bills of lading has successfully thwarted any efforts so far made to protect the innocent holders of the securities.

In Alabama, Louisiana, Arkansas, Minnesota, New York, Pennsylvania, Wisconsin, bills of lading marked non-negotiable are excluded from the operation of laws purporting to confer negotiability, and this fact accounts for the use by the railroads of bills of lading on which are stamped the word "Non-Negotiable." Legislation in Alabama, Louisiana, Arkansas, Washington, North Carolina, South Carolina, Delaware, New York, Pennsylvania, Wisconsin, provides that the goods for which a bill of lading has been issued must not be delivered except on presentation of the bill, and that the bill must then be taken up and canceled, ad all except Washington, North Carolina, South Carolina and Wisconsin provide a penalty for violation of the act. Alabama, Louisiana, Arkansas, California, Montana, Nebraska, North Carolina, South Carolina, New Jersey, New York, Pennsylvania, Wisconsin, Maryland and Missouri have sought by legislation to forbid a carrier issuing a bill of lading, unless the goods have actually been received, and they provide penalties for violation.

These laws and adverse decisions, with the present attitude of the railroads and courts, making recovery from loss practically impossible, must surely prohibit banks from continuing to make loans on bills of lading, a condition which cannot fail to result in serious curtailment of the operations of borrowing shippers, unless some adequate provision for the necessary security of the banks can be made.

ATTEMPTS AT UNIFORMITY.

The first serious attempt to bring about uniformity in inland bills of lading was made by a number of Eastern railroads some three years ago, who endeavored to inaugurate a so-called Uniform Bill of Lading, drawn by themselves and conspicuously labeled "Non-Negotiable," so as to be excluded from the operations of laws purporting to confer negotiability in certain states previously mentioned. These words, "Non-Negotiable," served as a danger signal to banks, and loans being refused, the shippers appealed to the Interstate Commerce Commission against the issuing of such documents. This appeal resulted in the appointment of a joint committee of railroad men and shippers, charged with the duty of formulating a new uniform bill of lading. This joint committee having held a number of meetings, the American Bankers' Association at its last convention deemed it wise to have a committee of bankers present the phases in which bankers were interested. The bankers' committee, however, very much to its surprise, found this joint committee adverse to admitting bankers into their conference on the ground that they had agreed not to admit any outside interests.

Learning that the result of the Lakewood conference of the joint committee in December (1905) indicated a possible disagreement, the bankers' committee, after consulting with the president of their association, prepared a bill covering only the banking features of bills of lading with the idea of having Congress enact the same into law; this procedure being taken as the matter was one of interstate commerce and Congress has the right to regulate commerce between the states, as the Harter Act on ocean bills was a direct precedent and as congressional action would give relief much quicker and with more widespread effect than state legislation.

At a hearing upon this bill before the House committee, a number of objections were made to the form in which the bill was drawn, which, while not affecting the fundamental principles, afforded a ground for opposition. These objections have been carefully considered and it is believed are now met in a new draft of a bill which is drawn with a view of accomplishing the following results:

1. To exactly define the measure or degree of negotiability which an order bill of lading shall possess, without, however, employing for this purpose any language peculiar to the law of negotiable instruments, the nature of the subject not permitting the conferring upon a bill of lading the full measure of negotiability possessed by an instrument for the payment of money; also to relieve banks from liability for quantity and quality of shipments now imposed by supreme court decisions in Alabama, Mississippi and North Carolina.

2. Having defined an order bill of lading, and provided for the measure of negotiability appropriate to such instruments, to require the same to be issued upon a separate printed form.

3. To compel the carrier to require the surrender of the bill of lading before making a delivery of the property and to provide a remedy for persons injured in case of default in this respect.

4. To make the carrier liable to holders of bills of lading issued by its agents without the actual receipt of any property.

5. To prevent the destruction of bills of lading by their material alteration, and to allow the enforcement thereof according to their original tenor.

6. To prevent the carrier from making additional charge for transporting property under an order bill of lading, and thereby nullify the proposed law.

7. To make full and fair provision to protect the carrier from loss or liability in cases in which it would be inequitable to impose a loss upon him.

8. To leave carrier and shipper entirely free to make any arrangement they might see fit with reference to the carriage, custody or delivery of the property, provided only that any agreement inconsistent with the provisions above referred to must not be evidenced by the issue of an order bill of lading.

In the final draft the fifth section of the old bill, holding the carrier responsible for bills of lading issued for stolen goods, has been omitted, as has been the provision contained in the original act, compelling the carrier to issue an order bill of lading upon request of the shipper; and also the 10th section of the original act, prescribing a form of bill of lading, thereby meeting two serious objections to the proposed legislation.

PRESENT SITUATION.

Subsequent to the introduction of the bill in Congress, the joint committee of carriers and shippers held a meeting in Chicago, and made considerable progress toward reaching a final agreement.

At the conclusion of the hearing before the House committee of Congress, the chairman of the carriers' committee appeared and stated that their joint committee was soon to meet again, when it was possible they would reach a final agreement. Should that occur it was probable they would invite the bankers to confer with them on the points in which bankers were interested, with an idea of having all points of agreement between the railroads, shippers and bankers embodied into one bill of lading to be enacted by Congress.

The joint committee have held that meeting and report progress, but are without final agreement, and another meeting is soon to occur; should they again fail to agree, the bankers' committee have requested they appoint a sub-committee, which shall take up with the bankers' committee the sections in which the banks are interested, so that progress may be obtained.

No one will dispute that the development and volume of banking loans on bills of lading has been due to the belief that the documents were safe collateral. The increasing number of decisions causing losses are forcibly bringing to the attention of the bankers the dangers in continuing their loans on the present document, and cannot fail to correspondingly cripple the borrowing facilities of shippers, whose power of creating business being thus handicapped must surely keep from the railroads shipments that otherwise would be offered.

It is, therefore, readily seen that the interests of the shipper, the railroad and the banker are mutual, and in the order named would be most benefited by giving to bills of lading attributes that would make them reasonably safe collateral. Unless the shipper can offer proper security he is not in a position to borrow, and through inability to secure advances must necessarily do less business, while the railroad is thereby deprived of that amount of shipments. With the banker, however, the loss of opportunity to loan on any one security or in any one location can be readily replaced, as opportunities are never lacking for the investment of his funds on more or less favorable terms.

Few people realize how much the development of our country is due to the faith with which bankers in the past have looked upon bills of lading. They have afforded the small shipper an opportunity of turning his capital many, many times, placing him in a position to create shipment after shipment, benefiting the railroad as well as himself, and producing a quick market for the vast agricultural products of the country; and there can be no question but that a safe and proper bill of lading would in the future be the means of vast increased benefits. While the amount that banks are now loaning on these documents is a vast sum, yet there are any number of bankers, particularly in the large cities, who never have and probably never will advance money on bills of lading until they have been properly safeguarded. Should this condition be brought about, hundreds of millions of additional capital would undoubtedly be available for the handling of an increased interstate commerce, through the medium of these documents.

The question is a large one, and its proper solution will not only affect but benefit many interests throughout this wonderful country of ours, and it certainly behooves us, as bankers, in the interests of all concerned, to do what we can in a fair, broad spirited manner to bring about conditions that shall make future bills of lading safe banking collateral.

British foreign trade in May increased $22,987,500 in imports and $22,386,000 in exports.

PERSONAL

J. M. Niles will have charge of the elevator at Hazelton, N. D.

Joseph Bernard has been appointed manager of the Monarch Elevator at Pembina, N. D.

L. C. Dole, local manager at Sloan, Iowa, for the Nye-Schneider-Fowler Co., has resigned.

G. R. Zicknick will take charge of the elevator at Olivia, Minn., for the Victor Elevator Co.

The Neola Elevator at Portsmouth, Iowa, has been opened under the management of W. G. Renne.

Albert Dunnell and Perry Marker are in charge of the new elevator of Rounsville & Doty at Spiritwood, N. D.

Andrew Weis has taken charge of an elevator at Vernon, Texas, as wheat buyer. Mr. Weis is from Minnesota.

T. J. McGovern has been succeeded as grain buyer for the Rothschild Co. at Brayton, Iowa, by a Mr. Nelson.

Frank Archer of Madison, S. D., has been engaged as wheat buyer by the Douglas Elevator Co. of Colfax, S. D.

Horace Howe has succeeded W. P. Manning as manager of the Trans-Mississippi Grain Co.'s elevator at Anthon, Iowa.

August Lindquist has resigned as wheat buyer for the Thorsberg Elevator at Elbow Lake, Minn., and removed to Calio, N. D.

Ole O. Sjordal has resigned his position with the Andrews & Gage Elevator Co. at Halstad, Minn., and removed to Ada, Minu.

Lawrence Peterson succeeds A. L. Edmunds as agent of the Imperial Elevator Co. at Hallock, Minn. Mr. Edmunds has been transferred to Edmore, N. D.

A. K. Taylor, for the past eight years general manager of the Milwaukee Elevator Co., which is the Milwaukee end of Armour & Co.'s business, resigued July 1.

C. W. Stranch of Nicollet, Minn., who has been agent of the Minnesota Elevator Co., has accepted a position with the Eagle Milling Co. of New Ulm, and will have charge of the elevator at Tracy, Minn.

H. C. Weist has resigned his position as grain buyer at Granite Falls, Minn., and has gone to one of the new towns in South Dakota to buy grain. Sanford Johnson of Olivia succeeds Mr. Weist at Granite Falls.

E. J. Briggs will buy grain this season for Breckenridge & Santelman at the elevator in Ortonville, Minn., formerly owned by Luff Bros. The Geier Elevator at that place will be conducted by Charles Luff, who recently purchased it from Geier Bros.

Charles Rouzer and C. A. Harrison, who have been in charge of the Nashville Warehouse & Elevator Co.'s plant at South Nashville, Tenn., will have the management of the new grain elevator to be erected by the Nashville Terminal Co. Mr. Harrison will be superintendent and Mr. Rouzer will be the manager.

POISONOUS BEANS.

Consul-General Robert P. Skinner reports that the importers of dry beans at Marseilles, France, where this trade is considerable, are much agitated in consequence of the interpretation placed upon the fact that certain live stock in various parts of Europe died after eating Javanese beans.

In a letter addressed to the minister of commerce by the president of the Marseilles Dry Vegetable and Grain Syndicate, it is stated that the mayor of Havre has interdicted the sale and detention of beans from Burma, Java and the Sunda Islands, and elsewhere. Several other severe and important similar measures are reported to have been taken. The president of the syndicate, Mr. Piazza, says:

"A single fact has given this alarm to the public, and it is not imputable to Burma beans: The importation in 1905 at Rotterdam of 4,000 bales of East India beans, generally denominated Java beans. Four cases of poisoning were established after their arrival. In November and December other accidents were reported among the horses, cattle and hogs in three localities in Hanover. Another case was established in Scotlaud, clearly due to Javanese beans. At Paris some horses died from the same cause and in the Eure some barnyard animals were poisoned. These accidents in France were caused in reality by beans which could not be sold for alimentation in Holland, Germany and Scotland."

Mr. Piazza explains that the further importation of these beans will be fought by his syndicate. He discusses also the chemistry of the white beans of Burma thus: "Samples of Burma beans were shown to him, and whereas Javanese beans upon being analyzed gave from 102 to 150 milligrams of hydrocyanic acid per 100 grams, the raw Burma white beans gave 7, 6, 5 and even 4 milligrams. All exotic beans contain in a raw state traces of acid; those of Madagascar 2.7 milligrams, those from Cape Colony (cultivated equally in Provence), .00008 gram.

"But after cooking all traces of acid disappeared from the beans and the consumption offered no danger, particularly if they were seasoned with vinegar. Beans are never consumed raw except by the live stock, and as for the Burmah-Rangoon beans, their price never having been below $3.86 per 220 pounds, no quantity has ever gone into live stock food. Just as the manioc of the poisonous family of the euphorbium is never consumed in a state of nature and is converted into tapioca, just as the raw potato is a violent poison after germinating, so the Burmah beans offer no danger upon being cooked, and no case of poisoning can be imputed to them since their appearance in the French market."

The foreign beans and peas received in the United States in 1905 amounted to 472,572 bushels, valued at $628,775. These imports vary greatly according to American crops. It is safe to say that comparatively few cheap beans are received for cattle feeding. In France the importation in 1905 amounted to 27,529 tons. There is sometimes a considerable re-exportation from Marseilles of beans (the highest grade of Danube beans, and therefore not under the condemnation) to the United States. The last time such exportations became important was in 1904, when they amounted in value to $100,034.

OBITUARY

B. E. Ellingson, a well-known grain dealer of Ashby, Minn., died on June 28. The deceased formerly was a resident of Fergus Falls, Minn.

George Beard died at his home in Virginia, Ill., on June 18. He was largely interested in the grain and cattle business and had held a number of county offices.

Joseph Hurlbut, for more than forty years a member of the Chicago Board of Trade, died at his home, 1211 Hinman Avenue, Evanston, on July 1, aged 78 years. Mr. Hurlbut for years was well known in business circles and on the Board of Trade. He formerly lived in Oak Park, but after retiring from active business several years ago he moved to Evanston, where he spent the summer months. During the winter months he traveled through the South on account of his failing health. His death followed an illness of only a few days.

Wiley Marvel, a prominent resident of Waynesville, Ill., died on July 2, as the result of a second stroke of paralysis. He was first stricken on June 28, the second stroke, four days later, proving fatal. Mr. Marvel was an extensive land owner and grain merchant, owning an elevator at Tabor. The deceased was born March 19, 1839, near Waynesville. He was married to Miss Elizabeth Williams in 1864 and to them were born ten children. Mr. Marvel was highly respected by his townspeople and is sincerely mourned by a host of friends.

Auguste A. Girard, one of the pioneer grain exporters of Montreal, Que., and the oldest member of the Montreal Corn Exchange, passed away on July 1, in his seventy-eighth year. Born in Marseilles, France, on December 14, 1828, he emigrated to the United States at an early age, where he remained until the outbreak of the Civil War in 1860, when he went to Canada. Mr. Girard was on the anti-slavery side in that trouble. A slave owner himself, he often lost considerable sums because of his unwillinguess to sell his "property." In Montreal, Mr. Girard was one of the pioneers in the grain export trade, being associated as early as 1870 with Hon. J. B. Renaud, Hon. Louis Tourville and others. Among other distinctions to which he is entitled is the fact that he was the first exporter of Canadian rye to Belgium. Six years ago Mr. Girard retired from active business. He was the promoter of the first French line of steamers direct from Canada to Europe. He was formerly vice-consul of France. Mr. Girard married Miss Virginie Toulme of New Orleans, daughter of Hon. J. B. Toulme. He leaves six children.

LATE PATENTS

Issued on June 12, 1906.

Seed Separator.—Edwin C. Foltz, Louisville, Ky. Filed December 26, 1905. No. 823,111. See cut.

Apparatus for Separating and Grading Grain.—John F. Delany, Colona Station, Ill. Filed November 15, 1905. No. 823,322. See cut.

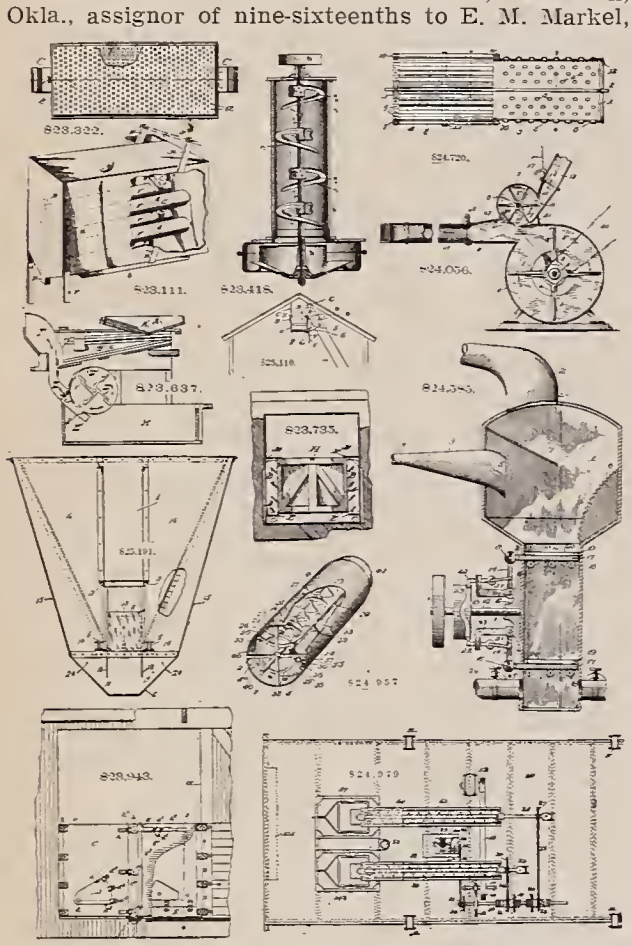
Conveyor.—Frank F. Landis, Waynesboro, Pa. Filed August 20, 1904. No. 823,418. See cut.

Issued on June 19, 1906.

Blast Regulator for Grain and Seed Cleaners.—Frank J. Prame, Shiloh, Ohio. Filed July 14, 1905. No. 823,637. See cut.

Grain Door for Cars.—Louis J. Mighell, Lake City, Iowa. Filed August 1, 1905. No. 823,735. See cut.

Grain Door.—Wilson S. Gilleland, Newkirk, Okla., assignor of nine-sixteenths to E. M. Markel,



Des Moines, Iowa. Filed November 17, 1905. No. 823,943. See cut.

Pneumatic Grain Conveyor.—James M. Akers, Gays, Ill., assignor to Mattoon Grain Conveyor Co., Mattoon, Ill. Filed May 4, 1905. No. 824,056. See cut.

Issued on June 26, 1906.

Pneumatic Grain Moving Apparatus.—C. Rieth and John H. Chamberlain, Chicago, Ill. Filed June 5, 1905. No. 824,585. See cut.

Issued on July 3, 1906.

Corn Grader.—Charles Hunnicutt, Wilmington, Ohio. Filed July 28, 1905. No. 824,720. See cut.

Garlic Separator.—William L. Spoon, Coble Township, Alamance County, N. C. Filed January 25, 1904. No. 824,957. See cut.

Automatic Electric Weighing Machine.—William T. Dean and John G. Bergquist, Chicago, Ill. Filed November 15, 1905. No. 824,979. See cut.

Shiftable Conveyor.—John E. Camp, Washington, Ill. Filed June 15, 1905. No. 825,110. See cut.

Grain Elevator.—Fred W. Cooley, Minneapolis, Minn., assignor of two-thirds to George T. Honstain, Minneapolis, Minn. Filed March 27, 1906. No. 825,191.

CAR SEALS.

The use of the car seal is important as a protection of property in transportation, and the construction and methods of their use by the railroad companies are also matters of importance to shippers.

The seal number is the important feature connected with its use, and there are two methods of numbering seals, to wit: Duplicate numbers for each station and railroad terminal yard and consecutive numbers in series.

Duplicate numbers are now used in Iowa only by Chicago & Northwestern and Chicago, Milwaukee & St. Paul railways, the other railroad companies having adopted the consecutive numbered seal.

The objections to the duplicate numbered seal principally are:

(1) That each station having one number, the trainmen become familiar with these station numbers and do not inspect the car seals to know that the car is sealed when taking it away from a station, but enter the station number on their reports from memory. Thus a car may move without seals.

(2) When seals are broken in terminal yards and resealed, there is no means of kniwing by the record of seal numbers that seals have been broken and replaced, and thus there is no protection against stealage.

The following resolution was adopted at the annual meeting of Iowa Association, held at Des Moines, May 15, 1906, and we shall endeavor to secure the general adoption of consecutive numbered seals:

"Resolved, That we commend the useof car seals having consecutive numbers, for the reason that the railroads using them have found their use to be more satisfactory than seals with duplicate numbers, both to themselves and their patrons; that we respectfully request the railroad companies in Iowa now using car seals with duplicate numbers to change to a system of seals with consecutive numbering."—Geo. A. Wells, Circ. No. 11.

THE CO-OPERATIVES

The Farmers' Grain Co. of Bradshaw, Neb., has sold its elevator to the Jacques Grain Co.

The Bird Island Farmers' Elevator Co. of Bird Island, Minn., paid a 7 per cent dividend on 1905-06 business.

The Farmers' Elevator Co. of Ellendale, Minn., paid a dividend of 20 per cent and put $2,342 to surplus as two years' profits.

The Owatonna Farmers' Elevator and Mercantile Co., which a year ago was $4,600 in debt, has lifted its obligations and starts a new season even.

The Farmers' Independent Elevator Co. of Arcola, Minn., paid a dividend of 40 per cent and also debts amounting to $900 on business of 1905-06.

The Farmers' Elevator Co. of Morgan, Minn., has decided that its stock is not assessable. The company earned some money but no dividend was paid.

The annual report of the Farmers' Elevator Co. of Alexandria, S. D., shows that the company lost several hundred dollars on last season's business.

The Farmers' Elevator and Mercantile Co. of Hayfield, Minn., lost money on wheat but earned $3,730.28 on other lines. The net profit for the season was $1,089.87. A 25,000-bushel elevator will be built.

The Farmers' Co-operative Co. at Luverne, Minn., by the sale of $600 worth of stock and collections on unpaid subscriptions, closed the year with $300 cash on hand.

The Farmers' Elevator Co. at Weston, Ill., is in the hands of a receiver, and the late manager, Henry Schoenfeldt, is charged with conversion of $7,000. The directors, however, raised $2,000 to enable the receiver to continue the business.

The Farmers' Elevator Co. at Redwood Falls, Minn., which faced a loss a year ago, reported that "as the result of a year's non-competition between the elevators on the Northwestern track there was a net gain of $1,257.93, and that a dividend would be paid."

Farmers' companies that pay dividends on the 1905 crop business are: Farmers' Elevator Co., Lafayette, Minn., 20 per cent; ditto, Ellendale, Minn., $958; being the profits of two years' business; ditto, Harley, S. D., 40 per cent; ditto, Ivanhoe, Minn., 40 per cent; ditto, Fairmont, Minn., 20 per cent for two years.

The Independent Grain Dealers' Association of Kansas met by delegates at Hutchinson on June 9 and listened to speeches by C. W. Peckham, vice-president, Editor Cowgill of the Kansas Farmer, and Organizer Sherman of the Society of Equity. Then the delegates took up the question of disciplining receivers "who have a habit of reporting shortages on about every car of stuff that is shipped to them." The farmers have found some of this class, the shortages often amounting to $35 or $40 a car. They are arranging to cut such dealers off their shipping lists. Another matter the secretary is working up is more cohesiveness in the organization. A small membership fee will be required and only those regularly taking out membership will participate in the benefits.

The committee of the Northwestern Farmers' Exchange, of which O. G. Major is president and M. S. Blair secretary, after examining the Ashland, Wis., harbor, adopted a resolution as the sense of the committee that the site for a terminal elevator at Ashland is all that can be wished for, and that the carrying out of the plans for locating such farmers' co-operative terminal elevator at Ashland be taken up, proceeded with and pushed vigorously to a successful consummation.

MILL OWNERS' MUTUAL FIRE INSURANCE COMPANY OF IOWA.

The sixty-second semi-annual statement of the Mill Owners' Mutual Fire Insurance Company of Iowa, dated July 1, shows that that company has insurance in force on flour mills and elevators of $6,795,800, and for the first six months of 1905 paid losses of $25,559.78; in addition to which there were adjusted losses of $4,000, not due at July 1, and a reported loss of $2,500 not adjusted.

RECEIPTS.

Assessments	$59,924.61	
Guaranty deposits	13,063.44	
Interest, etc.	6,713.49	$ 79,701.54
Mortgage loans repaid		20,900.00
Cash in hands treasurer Jan. 1, 1906		29,536.31
		$130,137.85

DISBURSEMENTS.

Losses	$25,559.78	
Expenses	14,011.93	
Guaranty dep. returned	10,127.11	$ 49,698.82
Mortgage loans made		39,210.00
Cash in hands treasurer June 30, 1906		41,229.03
		$130,137.85

ASSETS.

Deposit notes subject to assessment		$249,922.45
Real estate loans, first mortgage	$180,957.10	
Interest accrued on loans (not due)	2,334.81	
Cash in hands treasurer June 30, 1906	41,229.03	224,520.94
		$474,443.39

LIABILITIES.

Losses adjusted (not due)	$4,000.00	
Losses reported (estimated)	2,500.00	6,500.00
Surplus over all liabilities		$467,943.39

St. Louis railways have abolished the $2 reconsignment charge hitherto made on hay shipments.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

FEED BAGS.

Sewing twine, etc., for sale. Bottom prices.

WILLIAM ROSS & CO., 57 S. Water St., Chicago.

MONEY IN YOUR POCKET.

If you want to change that second-hand machine into money advertise it in this department. Or if you have a grain elevator to sell or rent, or wish to buy, make your wants known through these columns.

ELEVATORS AND MILLS

IOWA ELEVATORS FOR SALE.

A small line of good elevators in oats territory in Iowa. Address

A. G. C., Box 7, care "American Elevator and Grain Trade," Chicago, Ill.

FOR SALE, RENT OR EXCHANGE.

Good mill and elevator located in fine wheat country. Favorable terms. Address

F. S. R., Box 1, care "American Elevator and Grain Trade," Chicago, Ill.

MINNESOTA ELEVATORS FOR SALE.

Three desirable elevators situated on the same road in central Minnesota. Address

MINNESOTA, Box 7, care "American Elevator and Grain Trade," Chicago, Ill.

FOR SALE.

Elevator and coal business. In good farming community in southeastern Iowa. Address

IOWA, Box 5, care "American Elevator and Grain Trade," Chicago, Ill.

FOR SALE.

Good line of country elevators, located in Illinois and Iowa, for sale by owners at attractive prices. Address

A. E. PHILLIPS, 218 La Salle St., Chicago, Ill.

FOR SALE

My elevators at Green Valley and Ruthton on the Great Northern Railway in Southwestern Minnesota. Address

WALTER PARKS, Airlie, Minn.

FOR SALE.

Nine elevators in Southeastern Iowa, on the C., B. & Q. R. R. Total storage capacity, 200,000 bushels. For further information address

H. D. EVERINGHAM, Fort Madison, Iowa.

FOR SALE.

Four new 25,000-bushel grain elevators, located on the Chicago & North Western Railway in Minnesota. All kinds of grain handled. Address

SPRINGFIELD MILLING CO., Springfield, Minn.

ELEVATORS FOR SALE.

In Minnesota, North Dakota and Iowa. On my list at present is a line which includes a good cleaning house. Coal is sold at each station and the property is earning a good income. For information concerning any of these houses address

H. A. WERNLI, 713 Chamber of Commerce, Minneapolis, Minn.

FOR SALE.

I have for disposition a modern, up-to-date 500-barrel flour mill, recently remodeled, trade established, and would consider an exchange for farm lands located in North Dakota or Minnesota, or might consider some live elevator property well located. Address

H. E., No. 46 Summit Place, Minneapolis, Minn.

FOR SALE.

Well equipped elevator located at Conway Springs, Sumner Co. Suitable for handling both local and transit business. Power scoops, car lot hopper scales, cleaners, etc.; 75 horsepower steam plant; first-class condition. Some cash, balance payments and long time to suit. One of best wheat counties in Kansas; some corn and oats also. Address

H. L. STRONG GRAIN CO., Kansas City, Mo.

MACHINERY

FOR SALE.

One attrition mill manufactured by the Foos Mfg. Co., Springfield, Ohio. Nearly new. Size No. 13½; 24-inch plates, with reversed drive and upright cob crusher. This outfit will be sold cheap. Address

M. W., Box 6, care "American Elevator and Grain Trade," Chicago, Ill.

FOR SALE.

One No. 5 Monitor Receiving Separator with double fan; in good condition. Address

SPRINGFIELD MILLING CO., Springfield, Minn.

FOR SALE.

One 60-horsepower slide-valve engine, with automatic cut-off governor. This machine is in fine condition. For price and particulars write to

FROEDTERT BROS. GRAIN AND MALTING CO., Milwaukee, Wis.

FOR SALE.

Gasoline engines; one 54-horse Fairbanks-Morse; one 28, one 16, one 12, 2, 8 and 25 horsepower Sterling Charter. All sizes and prices in small sizes.

A. H. McDONALD, 38 W. Randolph St., Chicago.

FOR SALE.

Or trade for land, machinery of 50-barrel Plansifter roller mill. We wish to move this machinery quickly and are willing to sacrifice to do it. Will sell all or any part. Write for list of machinery.

ARB & SMITH, Tama, Iowa.

FOR SALE.

Automatic scale for sale, an imported German automatic scale, two-bushel hopper, in perfect working order, for one of our customers who has replaced it with a larger Richardson Scale. Will sell cheap. Address

RICHARDSON SCALE CO., Chicago, Ill.

FOR SALE.

One Houston Stanwood-Gamble engine, 14x20, 60 horsepower.

One boiler, 120 horsepower, 74-4-inch flues.

One pump, 6x8.

One boiler feed heater.

One smokestack.

One fire front, grate bars.

Pipe connections.

CARRINGTON, PATTEN & CO., 403 Board of Trade, Kansas City, Mo.

FOR SALE.

One No. 4 two-fan Monitor Dustless Receiving Separator, capacity 300 to 600 bushels.

One No. 0 two-fan Monitor Dustless Receiving Separator, capacity 1,500 bushels.

One No. 7 Invincible Milling Separator, capacity 250 bushels per hour.

Five No. 7 Eureka Warehouse Scourers, capacity 350 bushels.

One No. 9 two-fan dustless Monitor Receiving Separator, capacity 3,000 bushels.

All in fine condition.

STRAUB MACHINERY CO., Cincinnati, Ohio.

FOR SALE.

Second-hand machinery and belting, f. o. b. cars here.

One 25-horsepower fire box boiler, good condition, $100.

One 15-horsepower old-style engine, good running condition, $50.

One No. 4½ Western Combined Sheller and Cleaner, good as new, $50.

One Daisy Car Loader, 900 bushels capacity, good as new, $40.

One hundred and twenty foot 12-inch rubber belt used as drag, not very good, $10.

Sixty foot 12-inch rubber belt with 11x5 ear corn elevator buckets, fair condition, $10.

A lot of iron pulleys cheap. Price and size upon application.

T. W. KING & SON, Wabash, Ind.

SCALES

SCALES FOR SALE.

Scales for elevators, mills, or for hay, grain or stock; new or second-hand at lowest prices. Lists free.

CHICAGO SCALE CO., 299 Jackson Boulevard, Chicago, Ill.

"THE STANDARD" SCALES.

For all purposes. Portable, Wagon, Hopper and Track Scales. Guaranteed durable and accurate; quality higher than price. Not in the trust.

THE STANDARD SCALE & SUPPLY CO., Station U., Chicago, Ill.

Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

TO EXCHANGE.

Illinois corn and wheat farm to trade for good paying grain elevators. Address

J. M. MAGUIRE, Campus, Ill.

WANTED.

A man with $1,000 to take a running interest in an 8,000-bushel elevator in good grain section, also coal and feed business. Address

W. J. JENKINS, St. Paris, Ohio.

SITUATIONS WANTED

WANTED.

Position as manager of elevators, or solicitor. Fifteen years' experience in handling grain. Address

BOX 15, Galva, Kan.

HELP WANTED

ELEVATOR OR MILL MEN WANTED.

We have on our list several mills and elevators owned by non-residents who want to put them in operation, and we wish to correspond with elevator men, millers, managers, office men, bookkeepers who are interested in good elevator or milling propositions.

IOWA MILL BROKERS, Independence, Iowa.

ELEVATORS WANTED

WANTED.

Elevator or mill and elevator for good improved Illinois or Iowa farm. Address

IOWA, Box 1, care "American Elevator and Grain Trade," Chicago, Ill.

GRAIN WANTED

WANTED.

We are always in the market for oats, corn, beans, feeds and hay of all kinds. Send us your quotations.

SOUTH SHORE GRAIN CO., Quincy, Mass.

ROOFING AND SIDING.

SYKES STEEL ROOFING CO.

611 So. Morgan Street, Chicago



MAKERS OF FIREPROOF WINDOWS

WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc.

We make a specialty of

Corrugated Iron and Metal Roofing For Grain Elevators

And take contracts either for material alone or job completed. Write us for prices. We can save you money.

Brainerd-Prather Grain Co.

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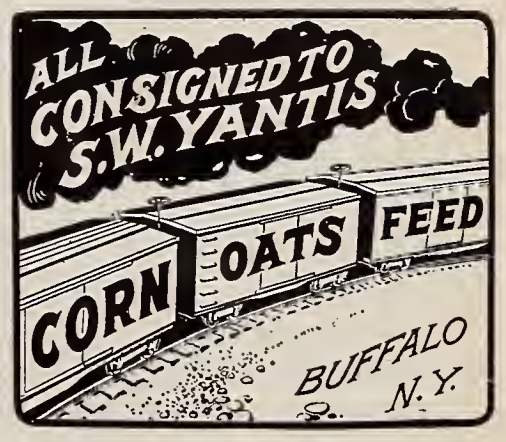
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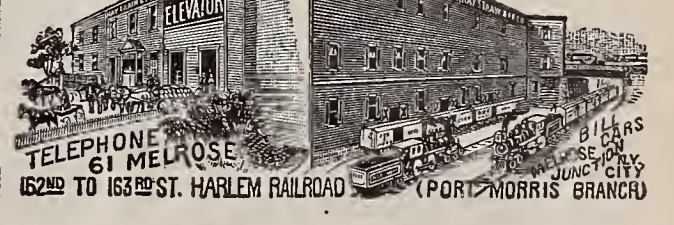
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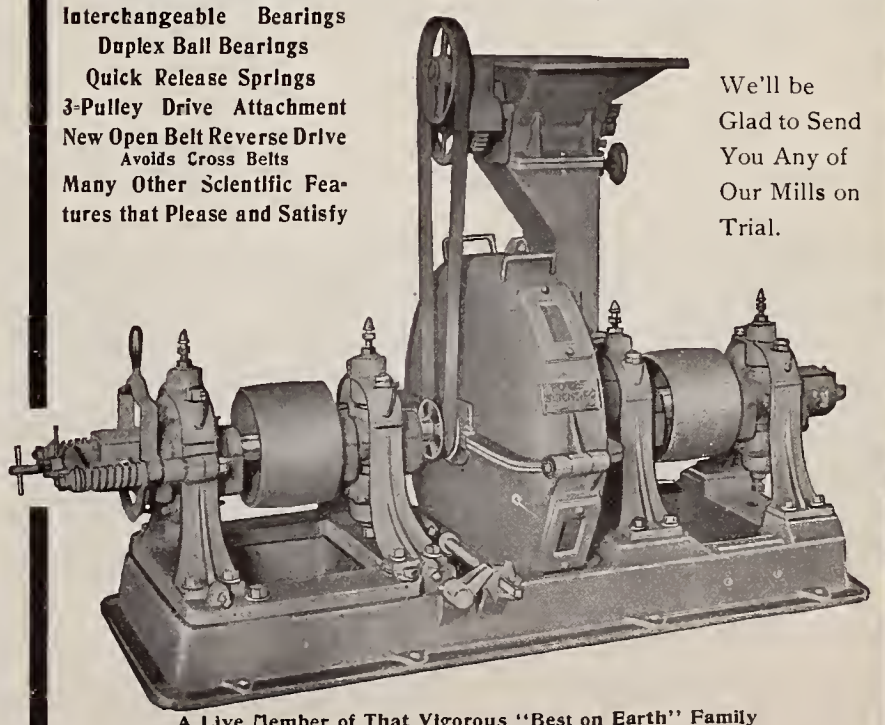
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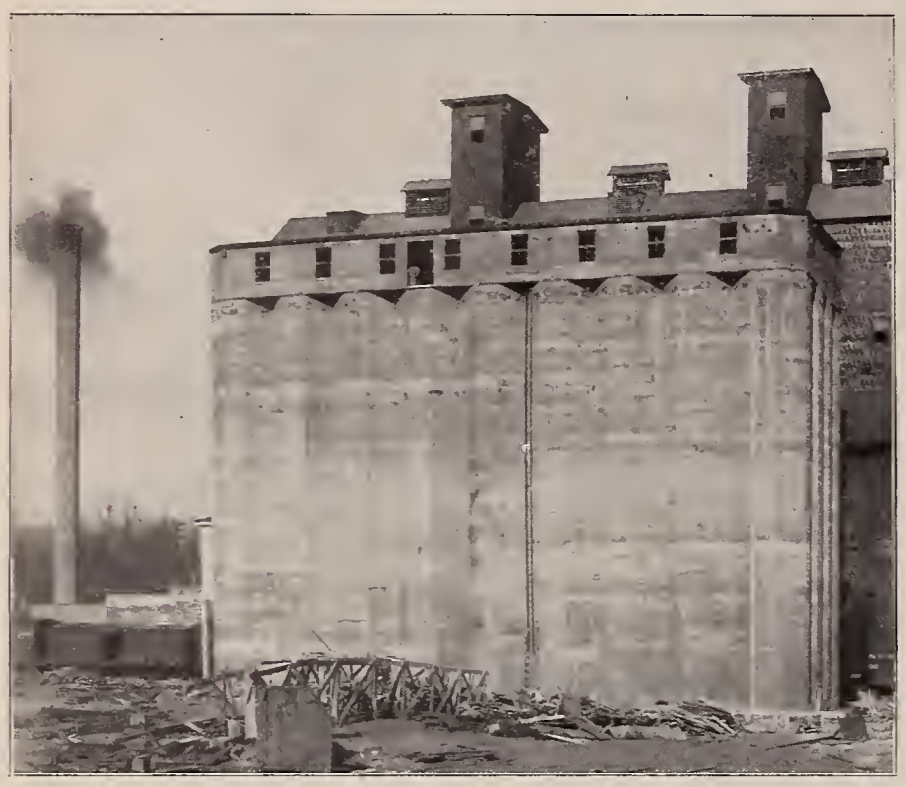
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Superior Terminal, Superior	2,500,000	Interstate Elevator, Minneapolis,	1,000,000
Pittsburg & West Ry., Fairport, O.,	1,000,000	Texas Pacific Ry. Co., Westwego, La.,	1,000,000
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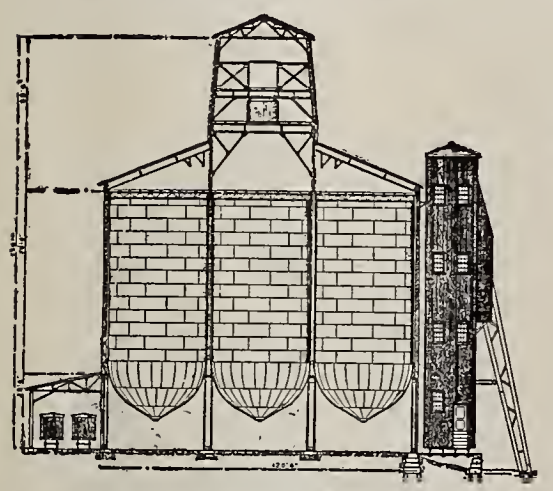
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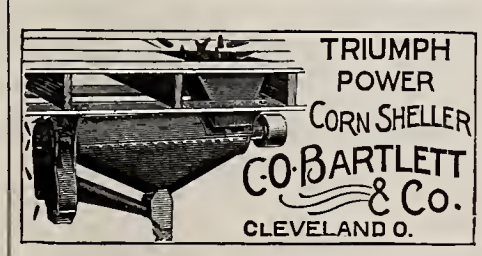


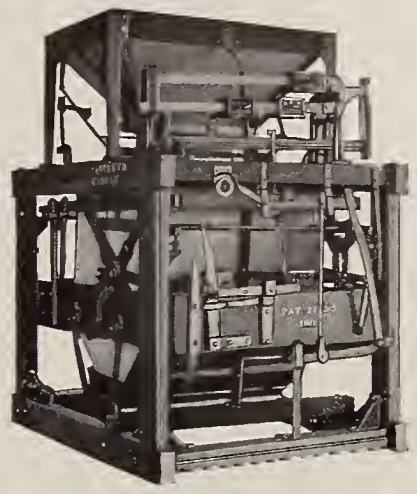
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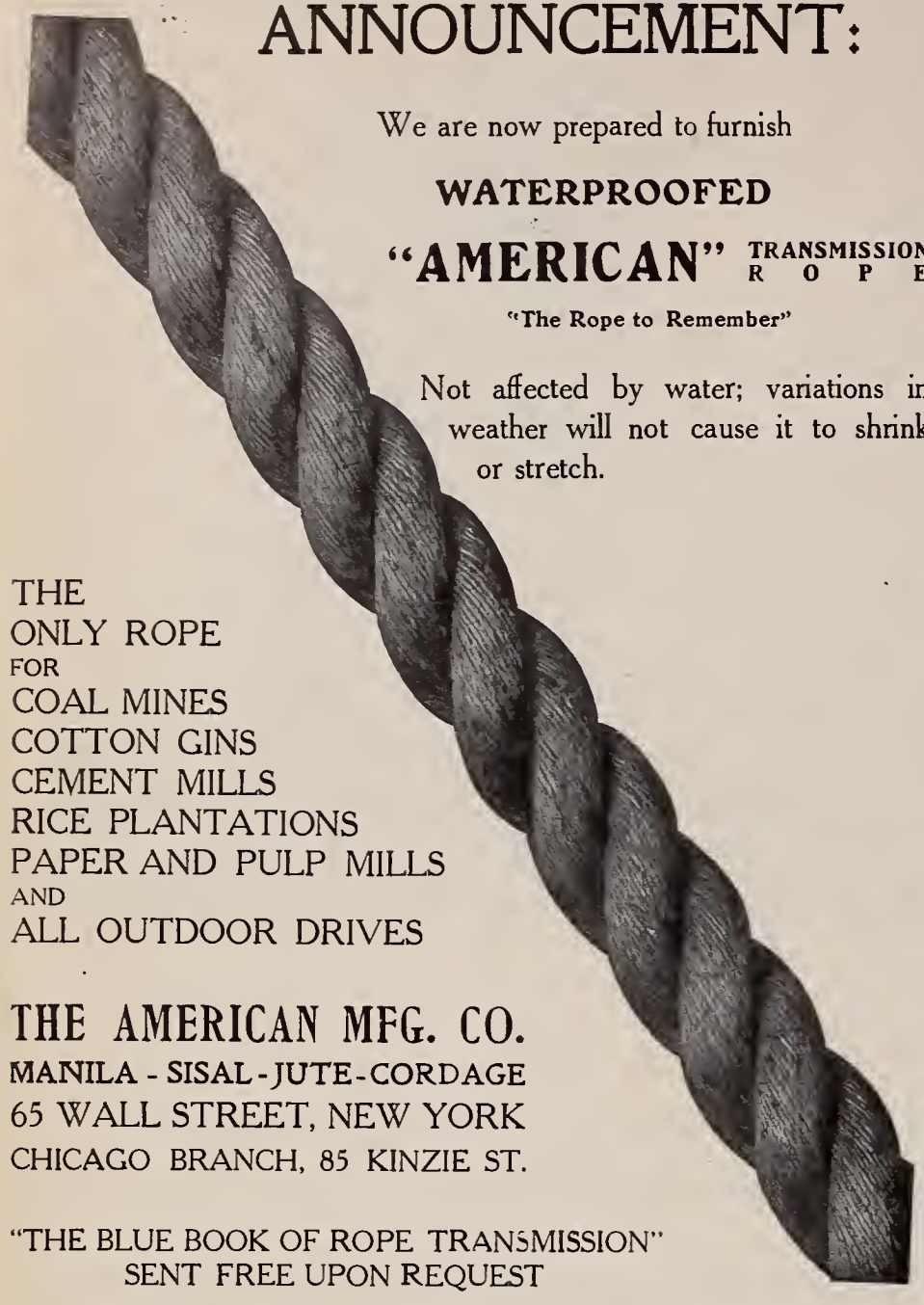
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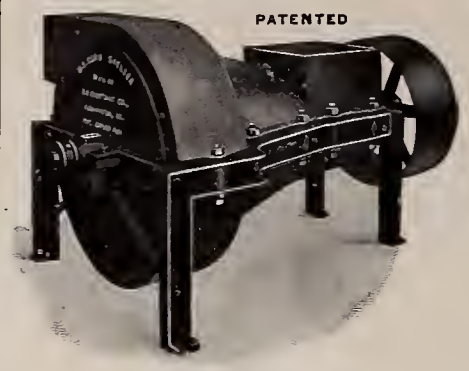
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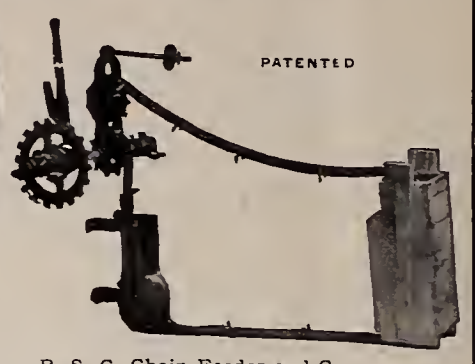
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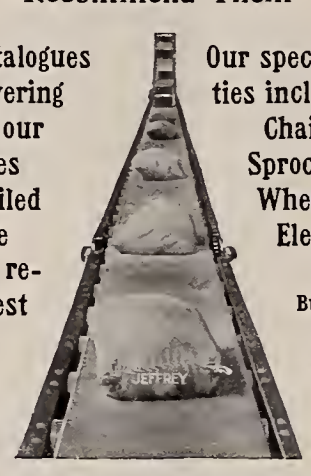
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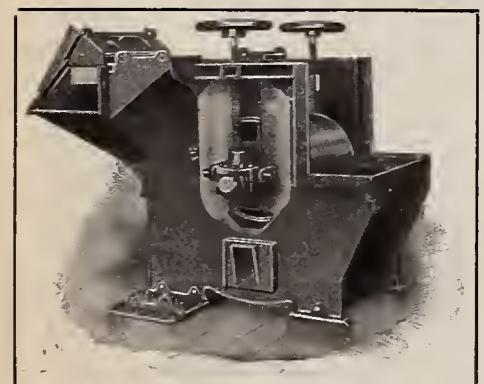
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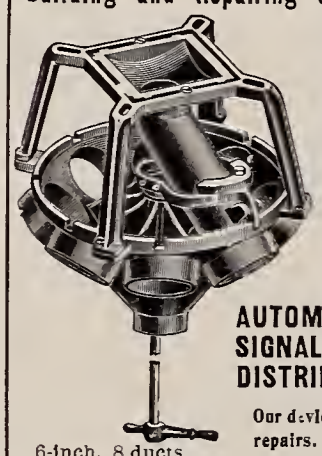
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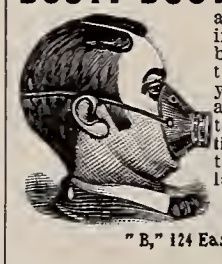
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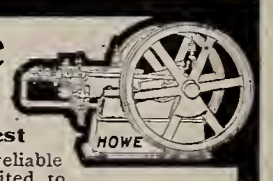
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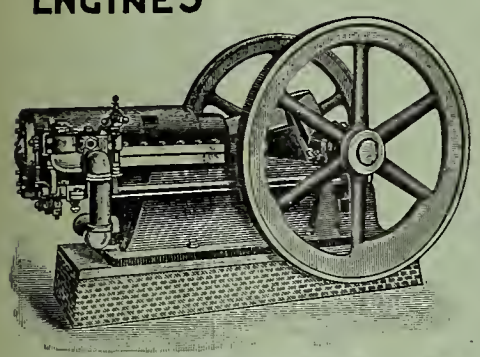
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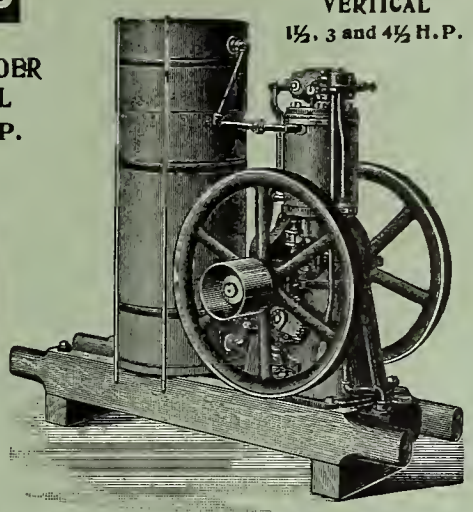
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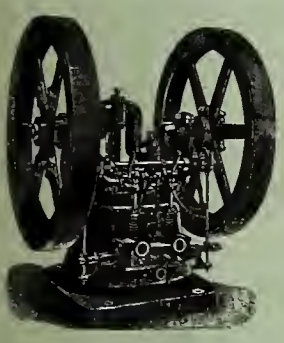
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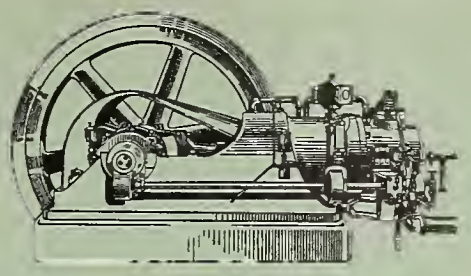
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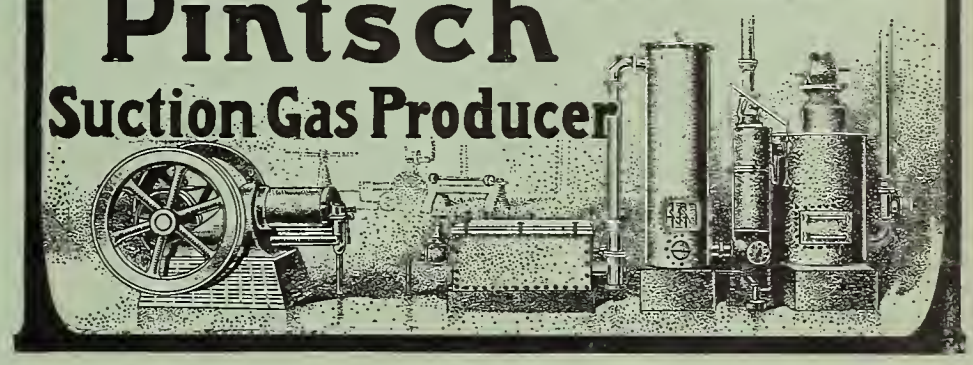
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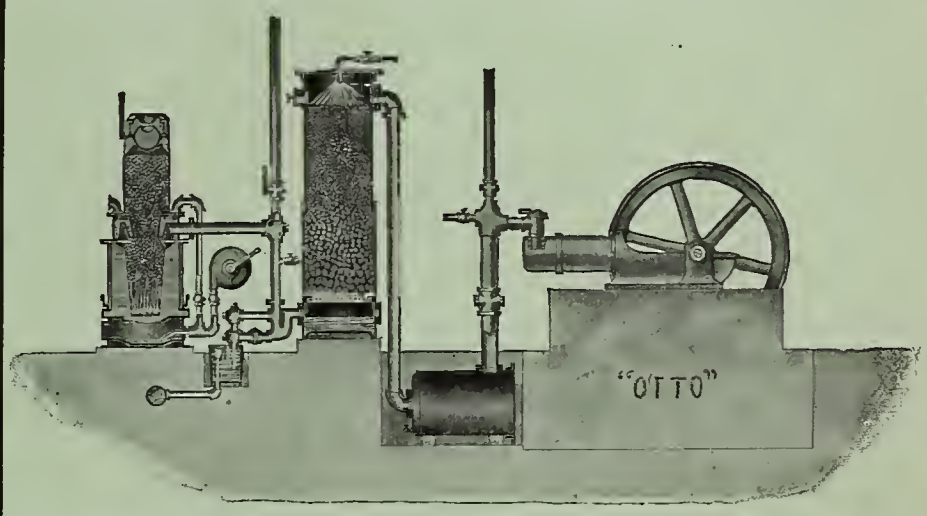
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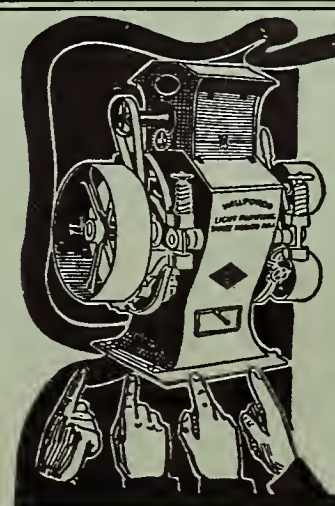
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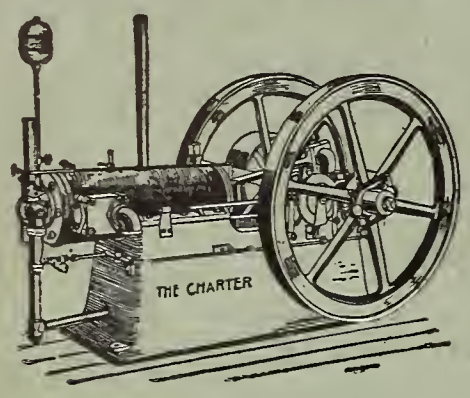
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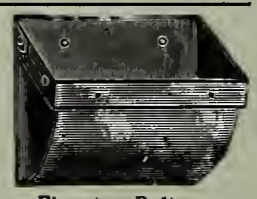
88-90 Reade St., New York; 1209 Pennsylvania Bldg., Philadelphia; 806 Empire Bldg., Pittsburg



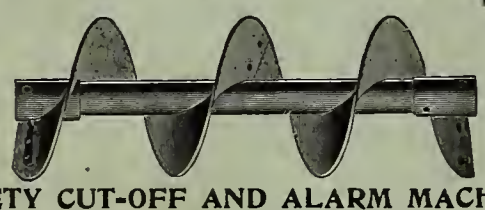
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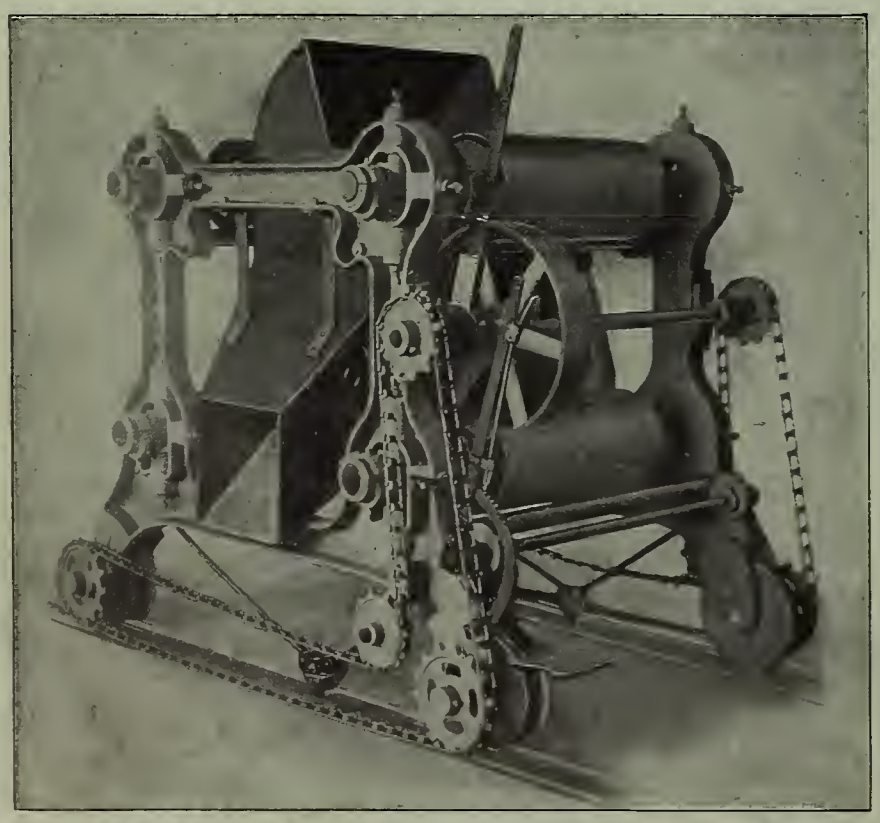


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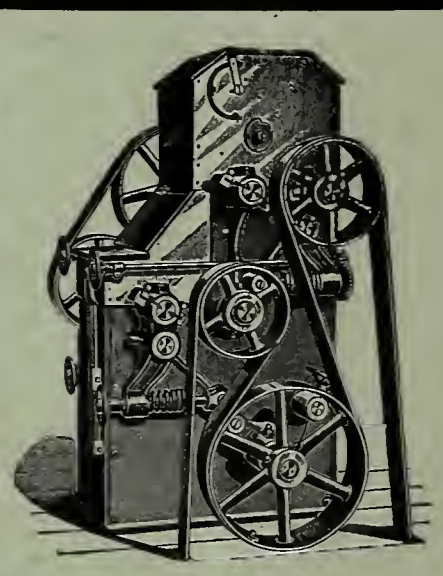


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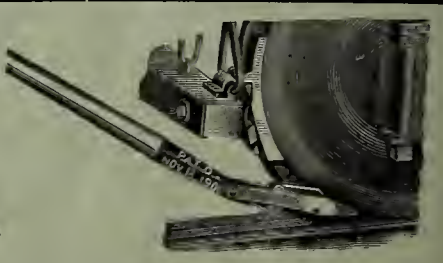
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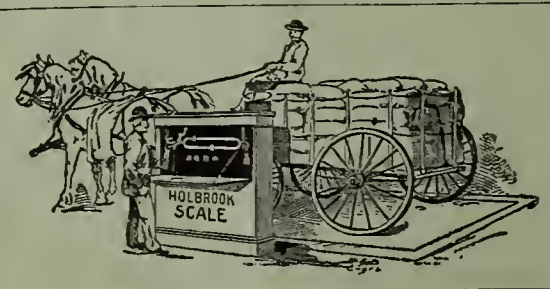
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